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TRAIL RIDERS FELLOWSHIP

*The national club for the encouragement of non-competitive
'green-road' motorcycling and maintenance of rights-of-way*

BRISTOL GROUP



Summer 1992

CONTENTS

Ian's Input	Ian Hingley	1
Steve's Say	Steve Say	3
Derby ROW Workshop	Dave Clegg	3
Tog Hill Run	Roger Fowler	5
Tough Ten Run	Dave Clegg	8
Fosseway Run	Steve Cousins	10
Sec's Other Hobby	Dave Clegg	11
Run Calendar		13

Ian's Input

Yes folks, another Bristol TRF magazine, hopefully on schedule and with photographs.

We're a bit thin on material this issue, so thanks to Steve Cousins, Roger Fowler and Dave Clegg for their contributions.

Thanks also to those of you who came to Gordano services to see me off on the Land's End Trial on Good Friday. I'm sure the lure of a Dave Clegg drinking session afterwards had nothing to do so many faces turning up - Steve, Martin, Dave, Tony, Geoff, Paul, Ian and John spring to mind, sorry if I've missed anyone. We could do with that sort of turn-out for every fourth Friday "social".

I hope a few of you may be inspired to take up such long distance trials; I'll warn you it can become addictive though. Anyone wanting advice, get in touch. Modesty prevents me commenting on the results of this years Land's End of course!

On the club front, we have plenty of runs organized, Dave's Butcombe Brewery visit to look forward to and attempts to resurrect the trail bike trial/barbecue, so things moving nicely. It would be good to see more support for

- CHAIRMAN:** Steve Say, 56 Fairlyn Drive
Kingswood, Bristol
Tel: 0272 761635
- SECRETARY:** Dave Clegg, 38 West Hill, Portishead, Avon
Tel: 0275 844569
- TREASURER:** Bob Harris, 29 Court Farm Road,
Willsbridge, Bristol.
Tel. 0272 324066
- RIGHTS OF WAY:** Martin Harding , 100 Cavendish Road,
Patchway, Bristol, BS12 5HH
Tel. 0272 696674
- LANE CLEARING:** John Hitchings, 24 Orchard Gardens
Kingswood, Bristol, BS15 2VA
Tel. 0272 676773
- RUN CO-ORDINATORS:** Tony Webb, 14 Rockside Gardens
Frampton Cotterell, Bristol, BS17 2HL
Tel: 0454 778238
- Derek Jones, 25 Mount Crescent,
Winterbourne, Bristol.
Tel. 0272 777446
- GROUP REP:** Richard Tallon, 5 Danvers Road, Corsham
Wilts. SN13 9LP
Tel: 0249 715426
- EDITOR:** Ian Hingley, 31 Overnhill Road, Downend
Bristol, BS16 5DS
Tel: 0272 567509
- PRODUCER:** Jason Bamford, 73a Church Rad, Hanham
Bristol, Avon
- CLUB NIGHTS:** 2nd Monday in the month.
- VENUE:** Tennis Court Inn, Deanery Road
Warmley.

Dave's fourth Friday socials though. Any suggestions to pep up the club's activities are always welcome.

The magazine remains short of articles, so please contribute anything you can. Suggestions, letters, run reports, criticisms, controversies, bikes and gear for sale or wanted; all are welcome.

Roger Fowler suggested a list of members to be printed in the magazine. I'll try to do this for the next magazine, but I don't have one myself yet! He also requested a list of neighbouring groups runs. They don't seem to organize as far in advance as we do, but I'll continue to work on it. Any other requests?

Steve's article hints at a tyre controversy. I'll set the ball rolling by saying I always ride on TRIALS tyres and I reckon I can get anywhere on my 27 year old converted road bike that you can on your latest Japanese whizz-bang on full motocross knobbles. It may take me longer and certainly takes more effort, but surely that's all part of the fun.

Sure, there are occasions where a trials tyre clogs and spinning wheels would cause more damage than a gripping knobbly, but there are countless other occasions where a knobbly is of no advantage and it's potential for land damage is immense.

Remember, there are no grey areas for the police with trials tyres, and they certainly look less "aggressive" in any conflict with the public.

Food for thought I hope? Any comments welcome to me, the editor. Address in the front of the mag.

Ian Hingley

Steve's Say

With Summer well on the way, it's surprising how many people stop riding until the Autumn. Various reasons are given, such as the ground's too hard and therefore no challenge, or you can't stand flies in every available orifice.

I personally enjoy riding all year round, and the Summer months provide a time when I can ride in small groups at a pace which allows you to notice where you are going. This is in contrast to leading Winter runs at greater speed, usually with an Armstrong or XR250 snapping at your number plate. One slip, as I know only too well, and someone ends up using your rear end as a bike park! [Cue for a Billy Connolly joke - IMH]

On a different subject, how many people have walked many of the lanes that they have ridden? It is amazing what you miss when you are riding, such as the original road surface and the walls hidden in the bushes. Once you are used to looking for these and other features, you start looking for similar signs in lanes which you didn't believe had vehicular rights.

Steve Say, Chairman.

Derby ROW Workshop

By now you will have read Tim Stevens comments about the ROW Workshop in the April edition of TRAIL. For the Bristol Group who are all, no doubt, interested in riding and should therefore be interested in ROW Research I will attempt to provide you with an extremely condensed report on the two day Workshop.

To start with the Bristol contingent traveled to Derby on one of those really good trail riding days; pouring rain,

high winds and just the sort of weather that makes spending the weekend at the British Rail Engineering School even more worthwhile (particularly when we found out that the bar did Draught Bass at £1.18 a pint).

We were immediately aware that Tim had done a tremendous amount of preparation for the Workshop and everyone was presented with a set of notes, some 20 pages, called:- "An Introduction to ROW Evidence".

In fact we started by going right back to "1066 and all that" to learn the road system and legislation all came about because the King/Knights/Lord needed a suitable way to get around to keep the peasants under control. Unfortunately not many maps exist of this period and what little there is cannot be used at present day Public Enquiries/Magistrates Courts.

Moving on, in pre-Henry VIII times the tremendous wealth and influence "The Church" had in the collection of Tithes. This eventually led to the Tithe maps that are so useful to our research in finding ancient roads. We also heard about the influence the Mediaeval fields systems had on forming modern field boundaries and therefore where the roads went, i.e. between the boundaries.

The Workshop was not all Tim lecturing. The punters were split up into discussion groups and we were able to gather a bit of insight into some of the problems experienced by other TRF groups. Plus, we also had a couple of other TRF "EXPERTS" (?) i.e. Richard Marshall and one Martin Harding to explain, among other things the art of "Confrontation Management" (What happened to that on Friday 24th of April - Martin? How's yer head?).

Tim went onto explain the gathering of evidence acceptable and suitable for presentation at Public enquiry and Magistrates Court. This included the Canals and Railways Acts maps, the 1675 Oglivy Map, the 1817 Greenwood Map and the 1772 Jeffries Map (any relation Ian?)

The 1910 Finance Act brought about the accurate surveying of most of England and Wales and because the

more "road" a farmer had crossing his land the less taxes he paid - so you've guessed, they were only too pleased to admit they had a 30ft wide "carriageway" through their fields. An additional bonus for us on these maps is that even now the current field boundaries are still in the same location (but you'll need to buy OS Pathfinders to follow this feature.)

Another important factor is the recording of User Evidence i.e. Run Reports and if you're lucky finding some old local inhabitant who will swear an Affidavit that he used a certain ROW on his 1922 belt-drive Douglas ("and it was easy then!") etc. Also actually giving evidence at a DOE Public Enquiry or at Magistrates' Court is a necessity for anyone who is going to get seriously involved in ROW work. Consequently any Bristol Group member who can spare a few hours next time there is a Public Enquiry should come along for his own enlightenment - anyone can attend, so feel free.

All in all, a really worthwhile weekend as there is an enormous amount of ROW work to be done and we might even gain some new lanes out all the effort.

Finally Tim Stevens will be coming down Gloucestershire to attend court for that recent "Stopping-Up" and has said he is willing to come onto Bristol to give a talk to us and possibly the Somerset Group if the right venue can be found.

David Clegg, Secretary

Tog Hill Run - Sunday 15th March 1992

Any week containing Friday the 13th should be treated with caution, and this was apparent on the Tog Hill run.

The weather had been wet, but was now cloudy and showers were expected. The sun was lurking. Seventeen

members assembled at the start including British bikes, two strokes, four strokes, monoshocks and twin shocks. Not a single bike was duplicated and there were no XR250s, which must be a record. Run leader Richard Tallon was out on his new DR200, but it would transpire his money would have been better spent on a box of Weetabix!

Our first lane traversed a field followed by lanes to Doynton, back to Wick, through Coldharbour Farm and Granny's Rocks. The fallen tree caught out at least one rider. A slight pause to psyche us up for the steps to Hanging Hill proved successful and then on to Upton Cheyney. Our first downfall occurred at Piple Bottom, where only two of the seventeen arrived at North Stoke! Hurried reorganization took place and we retraced our tracks to Lansdown, then Hamswell and Langridge.

Time was pressing and we decided to head to The Shoe for lunch. We were warmly welcomed to a good selection of beers and hot food. Was Martin Harding's sweet of treacle pudding and custard really needed to keep the back wheel down?

Four riders left at lunch, leaving the magnificent thirteen to depart to Colerne and up the watery lane to Star Farm. At this point Roger Fowler's XL's luggage rack dropped off, after suffering metal fatigue caused by the lifting at Piple Bottom, and was left for later collection. (Dave Clegg reckoned this emergency pack must contain a trolley jack.)

A short trip up the A420 brought us to Green Lane at Marshfield which proved to be quite boggy - in fact three riders were set to pick Richard Tallon out of a bog and five more to retrieve his bike!

Off then to Bannerdown where words of advice were given to youths treating open space as a scramble track,

pointing out the poor image of motorcyclists to the public.

Fuel was acquired at Batheaston, before returning through St.Catherines and Charmey Down. Langridge Lane was re-ridden in the same direction, across the golf course and along the Cotswold Way to our most sensitive area, Upper Weston.

Ian's BSA stopped here and efforts showed he had fuel and sparks, but not in the right order! Our second half run leader, Steve Say towed the stricken Ian and BSA back to Downend. The remaining eleven proceeded to Kelston and back along Prospect Stile to North Stoke. A small detour to Swineford and back before retracing our steps to Hanging Hill and Beech, But down the steps this time. The re-entry into Grandmother's Rocks at Beech caused a few spills, much to the amusement of the rest. Here the group split up with four returning to the finish at Tog Hill and the rest going direct to Bristol via Westerleigh.

During an eventful day we had stopped for four sets of horses, made way for several sets of walkers and backtracked at Langridge for the farmer to pass by in his Land Rover.

We observed that many lane surfaces had been torn up by horses during wet weather, but riding different routes and edges seemed to flatten these. Other motorcycle tracks had been observed during the day and we met this lone rider at the jet-wash at Wick and he was encouraged to ride with us next time.

Roger Fowler

[My BSA's problems were quickly traced in a dry, warm garage to a terminal having broken off the ignition capacitor (yep, 1960s CDI). The annoying thing is I was carrying a spare with me all the time! - IMH]

The "Tough Ten" Run

This is not a run report about 10 Bristol Group members on the Monks Trod but just a cautionary note for whoever our Chairman may ask to be the liaison man for the 1993 Tough Ten RUN Marshaling.

Logistically, living at Portishead and just nipping down to Weston-super-Mud doesn't sound too complicated but when the organizer of the event is a retired comprehensive school head teacher, one John Joyner, and there are going to be anything up to 800 runners and most of the course runs over footpaths and bridleways in a designated nature area things got a bit involved.

Fortunately Ian Jefferies volunteered to help with the initial liaison and "course testing" as well as act as "back marker" on the actual day. So, together with Jason Bamford, Paul Creed, John Hitchins and Peter Banks from the Somerset Group we made up the "Race Director's" requirement for the six marshals.

Prior to the actual event I was determined to get in some riding on the designated course which zig-zagged back and forth across Worlebury Hill taking in one particularly nice bridleway (that must have been a "road" at one time leading from one end of the Toll Road to the water tower). It took several 'phone calls and a site meeting, in the pouring rain, with the "Woods Warden of Worlebury" before we extracted a suitably worded letter from Woodspring District Council giving us (TRF) permission to "test" the course on motorcycles - needless to say Ian and I got numerous black looks from the dog walkers whose dear little doggies we no doubt disturbed in "mid-strain".

For the actual day we were all issued with a massive 5 page document detailing, to the minute, our specific

marshaling duties during the event. (Guess who made the only cock-up of the day - when I didn't return to the Start area after escorting the first batch of team runners away.) However, when the main race started the pace of the eventual winner was amazing considering the terrain. He finished the 10 miles in just under the hour. The slower runners took considerably longer, as Ian can no doubt testify. (He said he didn't mind doing only 3mph so long as the young lady in the skin-tight-black-leggings he had to follow most of the time didn't mind either).

This brings us on to the function of "Pervert Patrol". Apparently Worlebury Woods is famous for its "nature lovers" who leap out naked from behind trees. The run organizers were somewhat concerned that, possibly, some of the female (skin-tight-black-leggings) runners might be accosted by the aforementioned perverts. Jason and Paul had the envious task of randomly patrolling the woods to dissuade the resident perverts from any naked leaping purely by just being, dare I say, obviously, "Macho Bikers" (full moto-cross kit was mandatory for this task).

In summary, a lot of effort for very little actual milage, other than the P.R. for the TRF, plus we did make some money for the Group and got a couple of letters of thanks from the organizers. My thanks to the lads who played their parts well (no wheelies or rooster tails?) Hope it wasn't too boring as there were no incidents, injuries or perverts to sort out, and you found somewhere suitable to stick your badge and horse brass. As this race is likely to become an annual event, AND if we are asked to marshal again I shall only get involved if I can do -"PERVERT PATROL"!

David Clegg

FOR SALE

1983 Honda XL250 R Not used off-road. New battery and chain set. Tel Keith Noble 0761 452340

FOSSEWAY RUN - Sat 11th April 1992

Four riders were at the Shoe at 9:30, awaiting run leader Steve Say. Due to his "blooming" wife being unwell, Steve had been on the point of calling the run off and may have to leave early.

The five bikes started on the usual run, taking in all the lanes on either side of the Fosse, instead of blasting straight up to Kemble.

The dry, sunny weather meant that Hancock's Well wasn't as deep as usual and no-one drowned their engines. Still deep enough though.

The canal part of the Fosse at Ladywood was as deep as ever with a mixture of cow manure should anyone fall in!

Steve left around midday, leaving four novices in charge of two maps and no idea of even where the pub was. *[Sounds a like a good way of recruiting run leaders! - IMH]* Eventually we found somewhere for a liquid lunch and a handful of really good lanes at end of the Fosse without getting too lost (Excuse me, is this a RUPP?)

After a petrol stop, we rode straight back down the Fosse until we hit Ladywood again, where Ian Jefferies' KL250 didn't like the water. Whilst dragging it out, two Land Rovers came through with water and cow sh.. half way up the doors and a two foot bow wave in front of them. (Both had air intakes above the roof!)

After drying out Ian's electrics, we rode back to the Shoe, arriving at about 6:30. A good day was had by all.

Steve Cousins

Sec's Other Hobby

Some of you Bristol Group members may have realized by now that I have more than just a slight interest in drinking decent ale and have to admit that I have been a member of CAMRA (Campaign for Real Ale) for a couple of years longer than the TRF - mainly because the TRF was more elusive (exclusive?) than CAMRA when I wanted to join (and a TRF Membership Secretary at that time who was insistent on an SAE - not exactly conducive to gaining new members).

Some of you may be interested in why I plan my TRF Runs to only stop for lunch at watering holes that serve only real ale and preferably one brewed by a small independent brewer. So I shall explain. CAMRA is almost the same age as the TRF, having just had its 21st birthday, and was started for much the same reasons:- i.e. someone was interfering with some enthusiasts' "hobby" - in this case the big brewers were trying to phase out Cask-Conditioned Ale and fob off the beer drinking public with keg beer (basically just bottled beer but in a bigger container).

Real Ale is now the accepted definition for Cask-Conditioned beer brewed in the traditional way from malted barley, pure water, hops and top-fermenting yeast. Following fermentation the beer is allowed to condition for a few days before being racked off into casks, often with the addition of some dry hops for aroma and some priming sugar. Herein lies the crux of the matter because at this point keg beers are filtered and pasteurized and from this time are no longer a living organism, requiring gaseous pressurized CO₂ on serving to put any life back into the insipid K₉P! (This process ALSO applies to all U.K. brewed "lagers".)

In case you wondered why the big brewers are so keen on keg and lager beers: they are easier and often cheaper to make, have much extended shelf-lives, do not require such skilled cellar management and are therefore much more PROFITABLE. (Who is one of the largest contributors to Tory party funds - the big brewers.)

We are now very lucky in this part of country, as we have a veritable cornucopia of small independent brewers within a stones throw of Bristol: Butcombe, Smiles, Hardingtons and Wickwar to name just few. Furthermore, recent legislation introduced by the MMC & OFT has seen that "Guest Beers" (Only genuine Real Ales) are increasingly available in tied houses in order to increase the choice to the consumer, i.e. you, hopefully.

This naturally has upset the big brewers with flocks of tied houses and some are currently "taking their ball home" by selling off or even closing pubs they don't consider "viable". Already several TRF friendly pubs are under threat: Tennis Court Inn is to become "managed", The Crown Inn at West Harptree "swapped" to Ushers and, shame, The Mill at Butcombe's Freehold is currently up for sale with possible "de-licensing"- so you could live there but we won't be able to drink there!

So, if you TRFRs are interested in Real Ale; and to whet the appetite for really Decent Real Ale (and CAMRA) I will arrange for a party to go on a conducted tour of the Butcombe Brewery followed by a sampling session. Hic. (Last time I went there were also loads of sausage rolls but it is advisable to organize yourselves into car loads with, if possible the driver abstaining or at least being very sensible about his consumption.)

Cheers,

David Clegg

Autumn Issue - 14th September 1992

Press Date - 10th August 1992

Please Note: The views expressed in this magazine are not necessarily the official views of the TRF.

TRF BRISTOL GROUP EVENTS CALENDAR

JUNE

14th: Gwent Police Open Day; Tel. Richard Tallon

21st: All-day Run, Tel. Tony Webb
Kendleshire lay-by 9:00 am

24th: "p.m." Run; Tel. Andy Horsman 614029
Keynsham 6:30 pm

26th: Fourth Friday SOCIAL Tel. Dave Clegg

OR POSSIBLE VISIT TO BUTCOMBE BREWERY?!
FREE BEER!!!!

NOW ARE YOU INTERESTED? PLEASE SEE DAVE CLEGG

JULY 5th: Usk/Cwmbran Tel. Martin Harding

13th: BRISTOL GROUP MEETING; POSSIBLE NEW VENUE

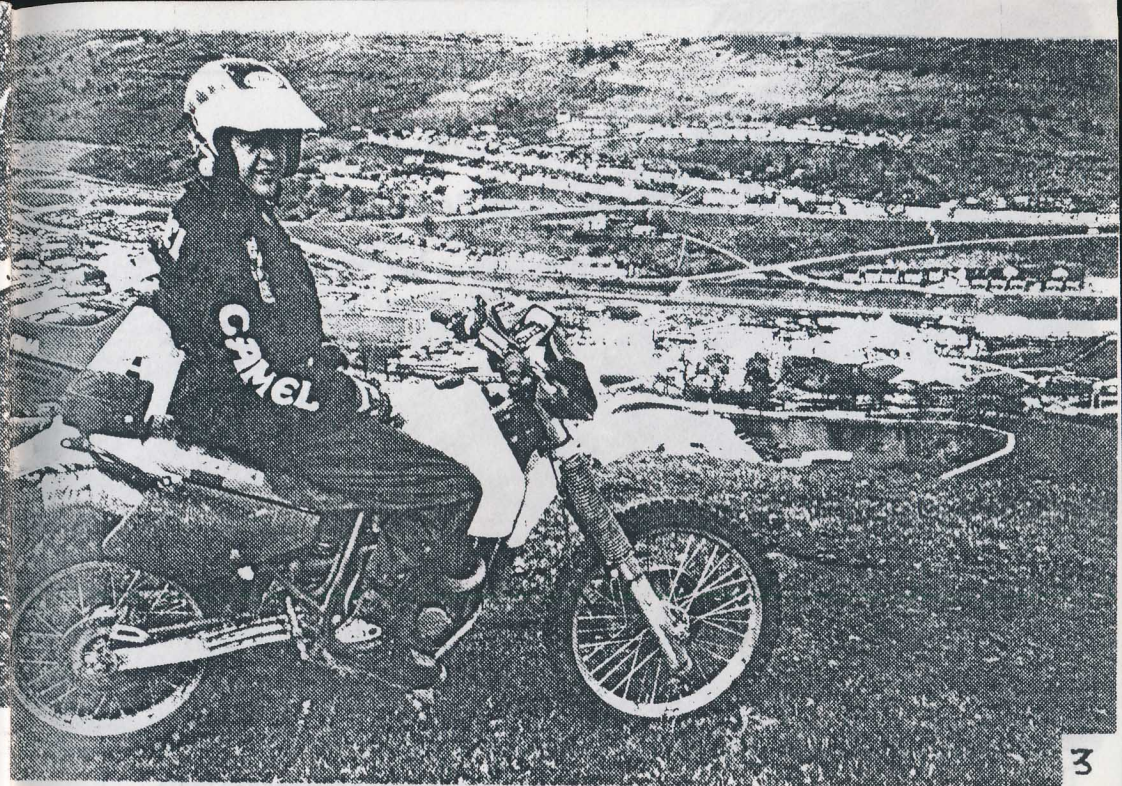
24th: Fourth Friday SOCIAL Tel. Dave Clegg

Photographs

- 1 The Tough Ten run marshals. Jason, Paul, Peter Banks, Dave and Ian. (John Hitchins photo)
- 2 Tony Webb on Exmoor (John Hitchins)
- 3 Ebbw Vale Garden Festival! (Martin Harding)
- 4 View from Grwyne Fawr, Brecon (Paul Creed)
- 5 The Gap Road, Brecon (Paul Creed)
- 6 Jason at the summit of Grwyne Fawr (Paul Creed)



1



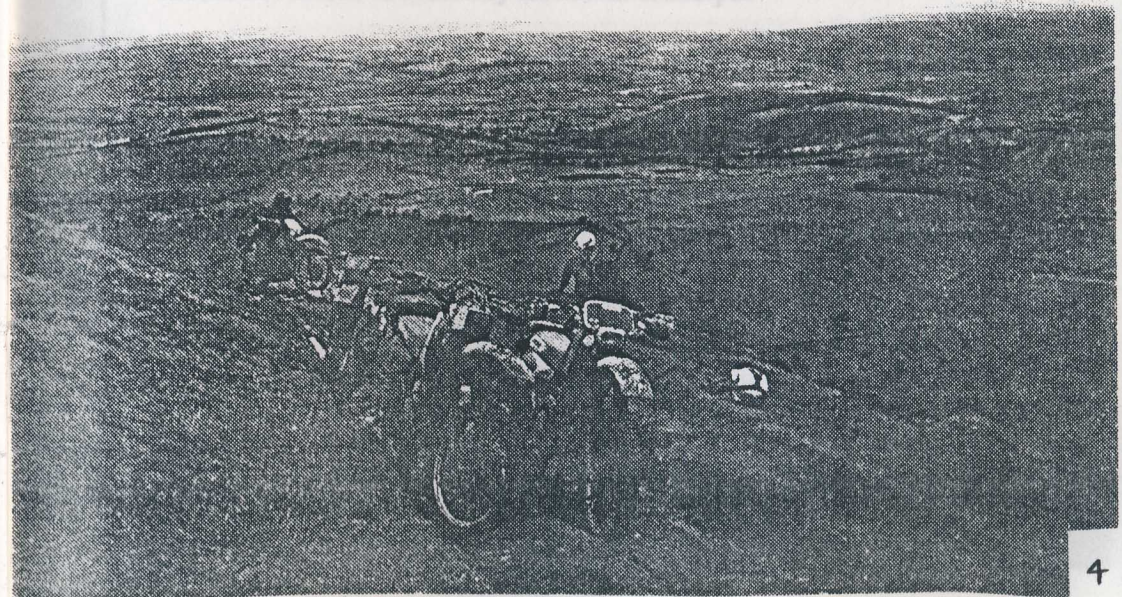
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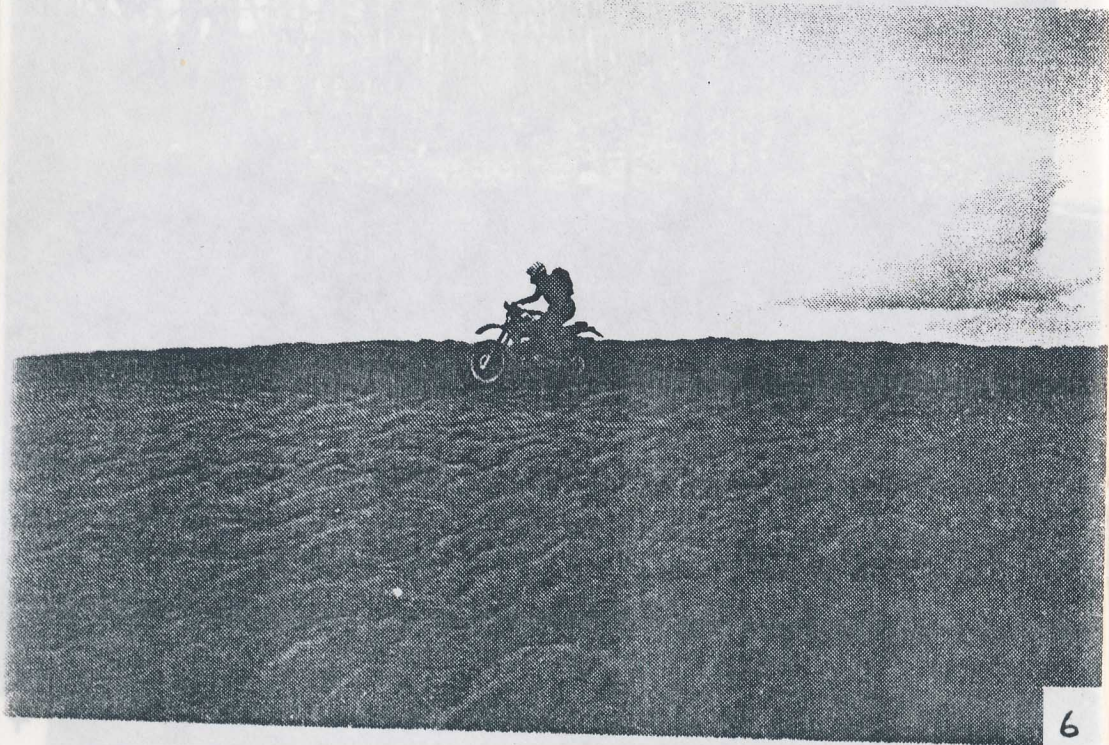
2

TRAVEL AT A SAFE SPEED

This is a fantastic speed taking regard of conditions and safety. This should not exceed the velocity maximum of 25mph.



4



TRAIL RIDERS CODE OF CONDUCT

USE ONLY VEHICULAR RIGHTS OF WAY

Trail riding is only legal on unsurfaced public roads. It is an offence to use Bridleways and Footpaths without permission. If in doubt check with the County Council or TRF.

KEEP TO DEFINED WAYS 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

They have right of way. On narrow lanes, stop and switch-off engines.

FASTEN ALL GATES

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 voluntry maximum of 25mph.

RIDE QUIETLY

Machines must be effectively silenced. Use the throttle with discretion as exhaust noise can offend.

HONOUR THE COUNTRY CODE

Respect the countryside and those who live, work and recreate in it.

Issued by the Trail Riders Fellowship.

Approved by the ACU-BMF Countryside Committee.