

Megaphone

Newsletter of the Pioneer MCC

Winter 2018

Oceania

Planning is well underway for the Oceania. Australia will be announcing their team early in July which will consist of open class, junior and woman riders. The chairman of the MA Trials Commission has said they will be sending their top riders in each of these grades to make this the best possible event. We have also had one of our funding applications approved. See p. 2 for more Oceania info.

Tasmanians

Four Tasmanian riders: Ian and Kurt Pickering, Tom Woodhouse and Chris Bayles (AUS#2) will be riding in the Oceania/Nationals in October. Tui Scott and Peter Dunn have kindly offered to loan Ian and Kurt bikes.

South Island trials coordinator

Glenn Smith is the new South Island coordinator taking over from Sandra and Roy Hallie.

Karl retires

Karl Clark has decided to retire due to ongoing back injury problems, but he goes out in style as NZ#1. Karl began competing in trials at the age of 13 in 1992.

Kahu's new boots

Kahu's prize for 2nd place in the junior grade at Kaikoura was a pair of Forma Boulder boots which were donated by Budget Motorcycle Spares. The photo below was taken at Budget when Jess presented the new boots to Kahu.



Beryl Cain

Club members were saddened to hear that Beryl passed away on 2 June.

Megaphone is the newsletter of the Pioneer Motorcycle Club Inc. Editor: Peter Hosking, email: pmctrialnews@gmail.com

Club website: http://pioneertrials.co.nz Find us on Facebook



Product news

PUTOLINE TT Trials Pro 2 stroke oil (scented) 1 litre \$19 (\$17 for Pioneer club members). Available from Budget Motorcycle Spares.



Tui has been testing Mitas trials tyres supplied by Dirt Action Services. Tui says "I have been trying the standard tyres on my TLR and have found that they have very good grip in the dirt and across cambers. The front seems very good under braking on steep slopes. The rear was not perfect over slippery rocks and wet tree roots but to be fair the tyre though unused was about three years old. Next month I will be trying the Mitas Pro rear to see how that stacks up. These tyres are half the price of a Michelin."

Front \$90 standard Rear \$140 standard Rear \$160 pro TUbliss kits can be used to fit tubeless tyres to older type rims. TUbliss is a pneumatic rim lock which secures the tyre bead to the rim. Tyres can be run at low pressure and don't come off the rim.

Available from: Budget, Tracktion and Dirt Action Services.

Michelin are now producing a lightweight front tube for trials. It weighs 535g compared to the standard tube which weighs 790g.



Oceania

For people making their travel arrangements the schedule for the weekend will be as follows.

Friday evening: Rider registration (venue TBC)

Saturday: Living Springs Sunday: Manderley Station Monday: Graylees Rd

Monday Evening: Prize giving dinner (venue TBC)

Entries will open in mid-July and will be available via the Pioneer website www.pioneertrials.co.nz

There will be 12 sections each day and we would like to have two people to observe and mark each section. If you are able to help with observing please contact Peter Dunn <u>pjdunnbuilder@gmail.com</u> The Club will provide observers with lunch and a petrol voucher.

Sandra Hallie is looking for expressions of interest for the New Zealand team. Please contact Sandra as soon as possible if you would like to be considered for this team. Applications close at 5pm on Friday 27th July.

The 2018 Two Day Kaikoura

There have been some wet Kaikouras and this was one of them. In 1995 a snow storm delayed the start of the trial, and there have been days when the number of laps has been reduced, but this is the first time that anyone can remember that we have had to call off a whole day. However, although the trial was shortened there were still a lot of positives. There were 70 entries and we had great support from the North Island and the deep south, plus a record number of women participating. The new property at Dairy Farm Road has a lot of potential and Donegal House turned out to be a good venue for the prize giving.

Day one opened at Dairy Farm Road in overcast, but fine weather. Ten sections, ridden four times, had been set around a long circuit by Josh and Shane. For most of the grades it was a relatively easy day, with the experts having a bit more to challenge them.

Overnight, the rain came down in bucket loads. The sections that Ross and Alan set at Birches Road on the hillside alongside the car access track became super slippery, with those further along the track developing deep bogs in the lower lying areas. Of the eleven sections, three on the other side of the river were better protected from the rain and were a welcome relief from the slippery slopes and bogs of the first group of sections. 33 sections were ridden reduced from the 44 that had been planned.

On the last day, we rolled up to Mt Fyffe, looking forward to the 12 sections set by Peter, Christine and Tui along the creek that runs through the area. These surely wouldn't be quite as muddy as Trewins. However, overnight some 120mm of rain had fallen at Mt Fyffe and the creek had changed from a friendly little brook into a torrent. Most of the section markers were under water and the force of the water was such that it was risky to enter the stream on foot, let alone ride the sections. With rain continuing to fall and with only two or three sections being usable, the organizing team decided to abandon the final day. Arrangements were made at short notice to adjourn to nearby Donegal House for refreshments and the prize giving. Those of us who drove south afterwards in the squally rain would agree that we made the right decision. And this was confirmed when we heard later that SH1 was closed that night.

Thanks to: Josh, Shane, Peter D, Christine and Tui for all their work organizing the event and to Roy and Sandra for again braving the weather to record the results and provide the soup and hot drinks, and for taking on the roles of clerk of the course and steward. Thanks also to Alan and Derek for being officials and to Budget Motorcycle Spares, Dirt Action Services, Tracktion and Marlborough Trials Centre for donating the prizes.

We'll be hoping for better weather next year. PH



Stef, Laura, Emma, Shirley, Emily, Hannah, Georgina, Brigitte and Monique.



Ross in section 7 on day two

Hannah's Kaikoura

I travelled down with Kevin Pinfold. To make Kaikoura by late afternoon we had to leave Ashhurst really early. I didn't wake up until we were parked in the ferry terminal waiting to board. And then, as we drove off the ferry in Picton, I went back to sleep! Sorry Kevin, not a great traveling companion. Almost everyone was staying at the Alpine Pacific. I was sharing a room with Emily and, on Saturday morning, I went out to the trial with her.

DAY 1

I know that the Kaikoura grades tend to be set a little easier than those at the North Island and NZ champs so, always looking for a challenge, I entered Expert for the first time. The idea was I could always drop down to Intermediate but, after looking at section one to make sure that I wasn't completely out of my depth, I decided to stay with the red line. Most sections were about the same level as the Intermediate line at the North Island champs. There were a couple of bits that were North Island A-Grade, but only a couple. I started the day with

Kevin Pinfold and Colin Downs. A few obstacles looked daunting but most of them rode pretty easy. But I was never fully comfortable with the rock on section nine. The first metre was vertical, then it sloped up for another two metres. It had lots of grip but you needed to give it heaps of gas to get up; this isn't always my strong point. Kevin went first and mucked it up. My nervousness got the better of me and I fived it before I even got to the rock. Thankfully David Trewin, Jules, & Kevin convinced me to try the rock anyway. Jules and David went to the top as catchers and I closed my eyes and dropped the clutch. I honestly can't remember going up the rock. I just remember giving it heaps of gas and then being at the top. For each of the next three laps I managed a three on this section every time and I can see how, with a little more effort, I would have cleaned it. Thanks guys, I wouldn't have done it without your encouragement.



In the meantime Colin Downs was having trouble with his bike. During the lunch break Colin and Kevin decided to get to the bottom of it. I waited with them a while but eventually abandoned them and joined up with Josh and Jules as they started their third (and my second) lap. This lap was awesome. I'm not sure if it was because I had my head in the right place, or if it was because I really didn't want to stuff up in front of Jules, but I got a lap of FIVE!!! Unfortunately, despite still riding with Jules and Josh, my third lap turned to shyte. On my last lap I joined back up with Kevin and Colin, with Colin on a borrowed bike. Because we were a lap behind everyone the sections were being picked up as we went. I had an awesome day. Josh normally finishes in front of me and today I just pipped him. And I was also only eight points away from Stef Downes, although she had a few crashes and it didn't sound like she had a great day. Emily also had a successful day. She only lost four points all day and won Clubman B.

DAY 2

I travelled out to the event with Emily again. I rode with Kevin and Colin. Kevin had fixed Colin's bike Saturday night. Stef wasn't riding because she had broken her bike and wasn't feeling the greatest. It sucks that she only had half a weekend and I hope she's back on form for the nationals. I didn't have a particularly good day. With the exception of section five I never really got anywhere with sections one to eight. It was all threes and fives for me. Six and seven especially were a boggy mess. Six was through a massive bog, which more than one rider got stuck in, including one of the side chairs. Apparently it was quite difficult getting it out. Seven just got more slippery and muddy as the day went on, until it was almost unrideable. If it hadn't been for nine, ten and eleven, my day would have been really bad. Nine was the only section I cleaned all day. Ten was cleanable although I managed a one every time. I cleaned eleven once. It had quite a big log and getting lined up was a bit tricky. On the first lap I got through for a three. Second lap I cleaned it, but on the last lap I got off balance and fived it. At the end of the day I went and cleaned my bike in the river. While I was there I sat down and cleaned my muddy gear. I wasn't worried about getting soaked in freezing water because I had clean clothes in Emily's car. But when I walked up to get my warm dry clothes I found that Emily had already gone. There were lots of people to give me a ride back to the motel and so Emily, completely forgetting that she had all my stuff, had gone back for a hot shower. No

one wanted a dripping mess in their vehicle but John Lawton took pity and let me sit on the plastic covers on his back seats. Emily was very apologetic and, once I'd had my shower, it was all good.

DAY 3

Unfortunately Monday didn't happen. We all turned up to find that the rain-swollen creek had washed almost all the sections away. There was one section still rideable and we could have set seven more but, as there were only three out of seventy people who wanted to do this, we had an early prize-giving instead.

Kaikoura is always fun and I'm looking forward to three full days next year.

Hannah Rushworth

Kaikoura results

| Expert | Sat | Sun | Overall | Intermediate | Sat | Sun | Overall |
|---------------------|-----|-----|---------|-----------------------|-----|-----|---------|
| Jules Huguenin | 4 | 32 | 36 | Ross Bristol | 5 | 48 | 53 |
| David Trewin | 12 | 56 | 68 | John Regan | 4 | 52 | 56 |
| Kevin Pinfold | 31 | 67 | 98 | Alan Honeybone | 19 | 55 | 74 |
| Glenn Smith | 39 | 89 | 128 | Liam Falconer | 12 | 63 | 75 |
| Patrick Dillon | 40 | 94 | 134 | Peter Osborne | 6 | 69 | 75 |
| Hannah Rushworth | 64 | 105 | 169 | Shane Brons | 11 | 65 | 76 |
| Josh Stones | 71 | 99 | 170 | Kim Pedersen | 16 | 60 | 76 |
| Colin Downs | 95 | 104 | 199 | Grant Anderson | 10 | 74 | 84 |
| Derek Scott | 100 | 120 | 220 | Joel Scott | 4 | 80 | 84 |
| Stef Downes | 56 | dns | | Malcolm Reid | 23 | 92 | 115 |
| | | | | Keith Ruthven | 8 | 110 | 118 |
| | | | | Colin Kelland | 27 | 94 | 121 |
| President | | | | Peter Hosking | 26 | 100 | 126 |
| Kevin Tither | 13 | 11 | 24 | Ken Hosking | 24 | 113 | 137 |
| Steve Wade | 15 | 9 | 24 | Francis Sydenham | 23 | 126 | 149 |
| Jonathon Richardson | 3 | 31 | 34 | Neil Sturmfels | 27 | dnf | |
| Tui Scot | 18 | 20 | 38 | | | | |
| Bryan Vautier | 7 | 38 | 45 | | | | |
| Chris Presto | 6 | 42 | 48 | | | | |
| Dick Gardner | 27 | 88 | 115 | | | | |

| Side chair | Sat | Sun | Overall |
|---------------------------|-----|-----|---------|
| Paul Jackson & Emma McKay | 32 | 29 | 61 |
| John Lawton & John | | | |
| Thomson | 41 | 52 | 93 |
| Rob & Laura McKay | 58 | 35 | 93 |



Rat & Emma on day 2

| Clubman A | Sat | Sun | Overall | | Clubman B | Sat | Sun | Overall | |
|---------------------------|-----|-----|---------|------------|--------------------|-----|-----|---------|-----------|
| Kendall Mcdonald | 0 | 10 | 10 | twinshock | Mark Hockey | 6 | 28 | 34 | |
| Brent Downes | 19 | 9 | 28 | air cooled | Brian Chambers | 7 | 34 | 41 | twinshock |
| Richard McKenzie | 2 | 27 | 29 | | Emily Willard | 4 | 49 | 53 | |
| Hamish Barnett | 5 | 25 | 30 | air cooled | Richard Latimer | 6 | 76 | 82 | |
| Wayne Harper | 5 | 26 | 31 | twinshock | John Sendall | 35 | 79 | 114 | |
| Tony Smith | 1 | 31 | 32 | twinshock | Georgina Scott | 11 | dns | | |
| Stefan Ingendae | 1 | 34 | 35 | | Brigitte Smith | 34 | dns | | |
| Kahu Jones | 1 | 38 | 39 | | | | | | |
| Shirley Mcdonald | 2 | 42 | 44 | | Junior | | | | |
| David Atwool | 8 | 42 | 50 | | Hannah Rushworth | 64 | 105 | 169 | |
| Russell Begley | 8 | 43 | 51 | twinshock | Kahu Jones | 1 | 38 | 39 | |
| Simon Jones | 2 | 49 | 51 | twinshock | Georgina Scott | 11 | dns | | |
| Rohan Catsbury | 16 | 40 | 56 | | Brigitte Smith | 34 | dns | | |
| David Chambers | 2 | 54 | 56 | twinshock | | | | | |
| Steve Fisher | 17 | 43 | 60 | | Women | | | | |
| Christine Thompson | 6 | 55 | 61 | | Hannah Rushworth | 64 | 105 | 169 | |
| Barry Nicholls | 7 | 56 | 63 | | Shirley Mcdonald | 2 | 42 | 44 | |
| Peter Barnett | 17 | 52 | 69 | | Christine Thompson | 6 | 55 | 61 | |
| Peter Dunn | 8 | 64 | 72 | | Emily Willard | 4 | 49 | 53 | |
| Gary Allpress | 25 | 64 | 89 | | Monique Weir | 42 | 56 | 98 | |
| Shaan Singh | 11 | 81 | 92 | | Georgina Scott | 11 | dns | | |
| Monique Weir | 42 | 56 | 98 | | Brigitte Smith | 34 | dns | | |
| Cayden Palenski | 50 | 64 | 114 | twinshock | Stef Downes | 56 | dns | | |
| Todd Palenski | 27 | 105 | 132 | twinshock | | | | | |

Jock Cain North Island v. South Island challenge

South Island 58 1st North Island 38 2nd



Sometimes things don't go as planned ...



Memories of the Kaikoura three day trial

I joined Pioneer in 1974 just before the Kaikoura 3 day trial. Unfortunately I didn't know what the 3 day was all about so didn't make the effort to ride the 1974 trial, but after hearing the stories about it I made sure I rode the next one. In those days the Kaikoura trophy was hotly contested by the Expert grade and was considered the most important trophy next to the NZ Champs. Observers were on each section for the three days no matter what the weather was like. I still remember Sandra as a wee school kid sitting drenched to the bone with a score sheet in her hand for all three days. Her mother and adopted Aunties Ira Chambers and Shona Norriss would be in some equally miserable spot but always giving cheerful advice.

The area steward was never allowed to go to the three day as hardly any rules were obeyed. At lunch time on the middle day everyone would abandon bikes and head to the Adelphi pub for a big roast lunch and a jug or two of beer. Most had a few beers and after a two hour break it would be back into the riding. I never noticed any deterioration of riding ability of any riders with the beer, and I was one of the few non drinkers.

Pioneer would book out all the accommodation at the Adelphi, and the stock car guys, who had an event at the same time every year, would have the Commercial Hotel. This arrangement worked well for many years until one day some of the stock car guys also booked some rooms at our pub. We were not too happy about this arrangement but it was our fault for not booking out the whole place early enough. By coincidence this was the first year that the Pioneer boys and girls had ever played up. Quite a bit of mischief was happening, and one of our guys, let's call him Ricky, picked up one of the large potted plants in the foyer and singing a drunken tune and with no help from any current Pioneer members, headed off down the main street and left it in the middle of the road, before returning to the Adelphi and getting his hot Torana out and doing donuts around the lawn and garden. Next morning we had a quick chat about what we should do as it was obvious the shit would hit the fan, whether to apologise, or lie and say we knew nothing about it. As the current President I actioned plan three, that is as soon as the management opened the office I went and made a formal complaint to the management about the behaviour of the stock car guys. I told them we were not going to put up with all the noise of revving cars, and drunken guys dragging their pot plants down the road. I firmly stated that Pioneer would not stay again if they let that rabble back in. God knows why but they acted like they believed me, immediately tossing the stockies out, and the pub was again ours for many years. Poor stockies are probably still wondering why they were tossed out.

All those shitty bikes called classics nowadays were fairly fragile compared to the modern beast. It was common to have a bent suspender, sheared flywheel key, gallons of water in the carb and total lack of any electrics, so it became common to share your bike with a mate whose bike had expired until the dead unit could be repaired. The record on my bike was 5 riders by the end of one day. To make it fun you would try to commute with all the riders on the bike which would lead to lots of hilarious crashes.

Dave Chambers laughs about the days when all the bikes were stored at Fishers garage overnight, and people would be welding bits back onto their BSA Bantam or trying to find something resembling electrics on their Villiers motor until the serious drinking started.





The second day of Kaikoura was at Mackles farm, just north of Kaikoura where the big bluegum tree grows right to the edge of the main road. Mackles had a cow shed at the top of a hill. The effluent used to run down the

hill and form a large bog at the bottom. I don't know if anyone ever found the bottom of this bog, but we gave it a good try. Every year we would have a couple of fourth gear blasts through this large pile of poos. It was always a favourite, always stinking, and always attracting a pile of spectators. Everyone who ever rode this section remembers the stink when you tried to wash your bike when you got home.

In the eighties Derek and Jean thought it would be good to raise the standard of Kaikoura, hence the champagne breakfasts began. Formal wear was a requirement, top hat and tails would be worn at Johnson's Rakanui farm for the very formal breakfast before slipping into riding gear. What was amazing was that Scotty rode just as well after a few champagnes. It was about this time that Hamish Dalglish arrived at Kaikoura with his Monty 200 totally stripped down in the back of a VW beetle. He quickly set about assembling the bike spurred on by lots of positive ideas from the champagning group. Things went very well until the last bit, no chain. Oh well, just share a bike. Makes you appreciate Brendon now days, he would either have sold him a new chain or slotted him to a new bike.

Murray Waters tells the story of some of the boys in road /trail class getting a bit peckish one night and heading out for food. A bit of a disagreement occurred between the bike boys and a much bigger and tougher bunch of local lads. Luckily one of the road boys had a can of crc and a lighter with him for some weird reason. This quickly became a flame thrower and was used to keep the locals at bay until an honourable retreat could be made. Yes more than just a tool kit in a can.

Alan Honeybone

Club trials

Teddington, April 15 (section setters: Ross Bristol, Shane Brons, John Phillips)

The Teddington trial was an opportunity for several riders to have some bike time before the first round of the South Island Championship in Motueka the following weekend. It was also the first round of the club championship which this year will be based on results in club trials from April to November. Ross, Shane and John pegged the trial on the Living Springs side of the property. It had the usual long loop and was a good level for all the grades. In experts, Jules did his own thing riding the orange line, while Glenn, Gareth, Shane and Derek rode red.

| | _ | | |
|------------------|----|---------------|----|
| Expert | | Clubman A | |
| Jules Huguenin | 26 | Kahu Jones | 17 |
| Glenn Smith | 16 | Rob McKay | 24 |
| Gareth Wadsworth | 51 | Nigel Bunny | 38 |
| Shane Brons | 60 | John Phillips | 43 |
| Derek Scott | 67 | Steve Fisher | 51 |
| Intermediate | | Peter Barnett | 59 |
| Ross Bristol | 9 | Gareth Gore | 91 |
| Alan Honeybone | 12 | | |
| Paul Jackson | 16 | | |
| Peter Hosking | 31 | | |
| Ashley Duncan | 79 | | |
| Simon Jones | 81 | | |
| | | | |

dnf





Tui Scott





Neil Sturmfels was on hand to take these photos of Glenn riding a rock at Dairy Farm Road on day 1 of the Kaikoura

Omihi, 13 May (section setters: Simon and Kahu Jones)

Another one of Pioneer's fantastic properties in northern Canterbury. There was a great turnout with over thirty riders. It was wet, so I thought why not step up to red/orange. I was riding around with David, Stef and Jules. Some of the sections were in the usual places around the lazy trees that couldn't be bothered to go upwards, and just lay down on the ground, which is great for us trials riders. This was also where I decided to check out the

underside of the front mud guard. I had the normal internal conversation of "to lift or not to lift" the front wheel, whilst pretending I am riding the bike over the log, the answer was to lift ...

The sections were well set out, lots of different lines for the same obstacle, in my opinion the best way to set a club line as it gives grades within grades. I could go the longer/easier route to the same obstacle to remove the narly off camber run up whereas the heroes I was riding with were able to have more of a challenge.

The sections kept coming, as we rode through the forest full of tight off camber (ass out) corners, where I was constantly having to remind myself, that the things in my arms and legs are joints, lean the bike not yourself. The last few sections were out on the grass and tree

| Expert | | Clubman A | |
|----------------|-----|--------------------|-----|
| Jules Huguenin | 37 | Rob McKay | 0 |
| Glenn Smith | 14 | Kahu Jones | 1 |
| Derek Scott | 33 | Kendall Mcdonald | 2 |
| Willie Ahomiro | 37 | Matthew Stockman | 4 |
| Shane Brons | 39 | Tui Scott | 6 |
| Josh Stones | 44 | Steve Fisher | 10 |
| Stef Downes | 48 | Peter Barnett | 13 |
| David Trewin | dnf | John Phillips | 15 |
| Intermediate | | Nigel Bunny | 15 |
| Ross Bristol | 4 | Shirley Mcdonald d | lnf |
| Alan Honeybone | 14 | Richard Cripps d | lnf |
| Paul Jackson | 18 | | |
| Peter Hosking | 23 | | |
| Simon Jones | 29 | | |
| Brent Downes | dnf | | |

roots, but the most fun came with the run for the grass paddock, hooking fifth gear and putting on a drift display, some would call us yaaahhoooooosssss!!!! Believe it or not, some of the most points were lost on what looked like the easiest sections on the grass, more due to treating the section like a motocross track.

Josh Stones

Western Valley, 24 June (section setters: Peter & Lynette Barnett, Steve Fisher, Tui Scott)

June 2018 in Christchurch had been cold with little sun, so we were very lucky to have our trial on the warmest and sunniest day the month had provided. Twenty two riders lined up at the left hand property in Western Valley to see what challenges had been put in for them by the team of Peter and Lynette Barnett, Steve Fisher, and Tui

Scott. Thanks also to Alan Honeybone who helped make some adjustments on the morning of the trial. The sections presented a mix of rocks, logs, and tree roots that provided some challenge, however the climbs, which we expected would become slippery, actually dried out and got easier during the day. Expecting the opposite it was left to the remaining technical sections to take a few points. Some good rides with a number of riders showing their progress over the past year.

Gareth Wadsworth took the win in Expert class with Glenn Smith in second keeping him honest, and Shane Brons third. Alan Honeybone must have liked the sections as he took out Intermediate with Ross Bristol a close second, and Paul Jackson third. Clubman A

| | _ | | _ |
|------------------|-----|------------------|-----|
| Expert | | Clubman A | |
| Gareth Wadsworth | 26 | Kendall McDonald | 7 |
| Glenn Smith | 33 | Kahu Jones | 23 |
| Shane Brons | 46 | Rob McKay | 26 |
| Derek Scott | 67 | Steve Fisher | 35 |
| Intermediate | | Nigel Bunny | 38 |
| Alan Honeybone | 10 | Peter Barnett | 41 |
| Ross Bristol | 13 | John Phillips | 56 |
| Paul Jackson | 29 | Clubman B | |
| Peter Hosking | 46 | Kaleb Roberts | dnf |
| Ashley Duncan | 54 | President | |
| Simon Jones | dnf | Dick Gardner | 79 |
| Twinshock | | | |
| Tui Scott | 19 | | |

was easily won by Kendall McDonald with most of his points coming from a missed peg. Kahu Jones was second just ahead of Rob McKay. Simon Jones tweaked an old shoulder injury so skipped a few sections, and new rider

Kaleb Roberts found the tighter sections in Clubman B challenging on his first trial, but managed some of the more open sections.

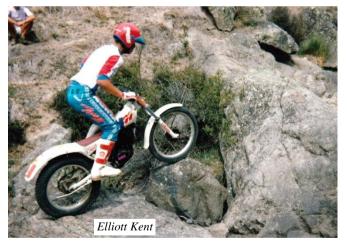
Peter Barnett

The 1988 New Zealand Moto Trials Championship

The 1988 New Zealand Championship was held at Rapaki, Kaituna and Teddington Quarry and was sponsored by Telecom. It had an international rider, Ian Rawlins who came from the UK to compete in the event. As Al explains the trial would end in a controversial way.

I was the unlucky rider to be riders rep for this trial organised by Cyril Murray, Scotty and Peter Chapple and the Pioneer club. The weather was perfect and a large number of riders attended a well organised and pegged trial. Stefan Merriman, a young fifteen year old from Tauranga, was favourite to win over his cousin Andy Poad, having won intermediate grade in 1987 before winning the New Zealand Experts by a large margin. Stefan was the greatest trials rider New Zealand has produced. He won the world school boys champs over some kid called Dougie Lampkin and went on to win a pile of world enduro titles for Australia. The good thing about Stefan is that he is a really likeable person and we were all keen to see him not only win our NZ Champs but progress to world champ.

As we all headed off from riders briefing to start the trial on day 3 at Teddington, Stefan grabbed a drink and sat under a tree for a while to give the loose rocks a chance to bed in. A good technique if winning is on your mind. Early in the trial Andy Poad smashed his rear caliper and Warwick Merriman lent him Stefan's spare with the proviso that if Stefan needed one he would get it back. Unfortunately Stefan also smashed his, and by the time they had found Poady on the circuit and recovered the caliper precious time was slipping away. This also meant that Poady had to finish with no rear caliper. No mean feat in Experts grade.



The trial ran very well except that a number of riders queues started forming on the long sections. Mike Venz and I were riding together having a pretty social day and realised that time was going to be an issue, so we started letting any expert rider that came along jump in front of us. After riding at a fairly good pace we just finished in time before the pegs were pulled

We finished feeling pretty happy after a good day's trials and returned to the trial control to hear the story that Ev Norriss pulled the pegs on his section exactly on time. This was typical behaviour for Ev (a multiple NZ champion) who observed sections exactly to the rule book.

The bad news was that this was Stefan's last section and he arrived as the section pegs were being pulled. Ten penalty points were added to his score sheet.

What a crap day to be riders rep. Ray Shearman was Steward for the day and Cyril was the Pioneer rep. I have always enjoyed the company of Warwick and fairly quickly he approached me with his grievance before lodging a protest. Warwick wanted the ten points changed to a five for failure of the section as he thought the section should not have been pulled as Ev's watch had not been calibrated to official trial time. While he was in with Ray I went and had a talk to Elliot Kent who finished in first place a couple of points ahead of Stefan after Stefan had the extra ten points added to his score. He gave the same reply I would have in his place. He said that realising time may be an issue he started riding straight away and was one of the riders who had bedded in all the loose rocks so should not be penalised for riding to the time schedule. Ray was a good guy to have as Steward that day as he picked up the rule book and we all read it like we had never read it before. There was only one decision we could make. The very best rider we have ever had was only second, and Elliot Kent who is a real nice guy and was an exceptionally good trials rider was the champ. I believe Elliott should have won with the rules in place at

the time but we all felt pretty bad about the ending. The rules were later changed to time penalties for every minute late.

Stefan was amazing to watch. Before a trial he would disappear to a practice area on his own and ride with the most precision I have seen a kiwi do. I remember watching him warm up at Canaan in Nelson one time while he was still a kid and he would shoot up a bank, air turn and come down in exactly the same spot every time. The bike really was just part of him. Stefan went on to finish fourth overall in the Scottish ahead of some guy called Graham Jarvis, he won several days of the SSDT, and also was 15th in the world before switching to enduros and winning world titles on Honda and Yamaha. I have never been riders rep at a trial again.

Alan Honeybone

Ian Rawlins finished third. Stephen Oliver met Ian when he was in the UK early in 1988 and invited him to come to New Zealand.

Marlborough Trials Centre



2018 Montesa Cota 4RT 260 cc Repsol \$14,700 2018 TRS One 300 RR \$12,800 2017 Scorpa SR250 Factory demo 8 hours \$10,495

Second hand Shercos, 4RTs in stock Priced from \$4.495

Brendon Wadsworth 027 230 3151 03 579 2500 scorpa@trials.co.nz



Dirt Action Services

For Mitas trials tyres TUbliss rim kits AJP and Thumper range of dirt bikes ph. 389 0080

Specialists in structural steel and metal work domestic and light industrial Contact: Tui Scott 027 657 44 83 optieng90@gmail.com

Single Motorbike trailer for hire \$25 a day \$40 a weekend \$75 a week Contact Tui 027 657 44 83

Club contacts:

President: Josh Stones ph. 027 4039479

Secretary: Jules Huguenin ph. 027 2035110

Treasurer: Ross Bristol ph. 021 2210397

Club Captain: Derek Scott ph. 027 4323646

Webmaster: Christine Thompson admin@pioneertrials.co.nz

MNZ Trials

Commissioner: Sandra Hallie mtcommissioner@gmail.com

Next events – for more information and directions to the venues see the Pioneer website.

Club trial, Kaituna Valley
Club trial, Purau
Club trial, Glenelg Spur

22 July
26 August
16 September

Next issue:

Alan Honeybone explains why sidechairs drove him to drink and we begin a new series "one of my dumbest moments on a trials bike."

Acknowledgements

Thanks to the contributors to this issue and to Peter & Lynette Barnett, Neil Sturmfels, Simon Jones and Murray Waters for the photos.

The opinions and views expressed in this newsletter are those of the contributors and do not necessarily represent the views of the Pioneer Motorcycle Club Inc.