



Megaphone

Newsletter of the Pioneer MCC

Spring 2018

Oceania and Nationals

It's only four weeks now until the nationals with entries closing on 5 October.

Observers

To make this the best possible event and to really show New Zealand and Australia we can do this, we need observers. There will be 12 sections per day at 3 different venues and we would like to have an observer and marker on each section. So you can see at the bare minimum 24 people are required each day. If you can assist please contact Peter Dunn pjdunnbuilder@gmail.com or ph 0274466257. The club will provide lunch and \$20 petrol money each day; a ticket to the prize giving dinner and one of the t shirts which are being printed for the event.

New Zealand team

The three riders who will represent New Zealand are Jules Huguenin (expert/open class), Daniel Herbert (junior) and Hannah Rushworth (women). Josh Stones will be Jules' minder. Daniel recently finished second in intermediate in the North Island championship and Hannah won the women's class.

Australian team

The Australian riders are Kevin Zarczynski (expert/open class), Tom Woodhouse (junior) and Sarah Chivers (women). Kevin is from NSW and is a two times Australian champion and former TDN representative. Tom is a talented young rider from Tasmania who finished third in the Aussie junior championship (13-16 years) in South Australia last year. Daniel finished fourth in the same class so it should be a close contest between these two again. Sarah lives in Queensland and is eighteen years old. She finished third in the Australian women's championship in 2017 and has been a member of the Aussie TDN team for the past two years.



Ashlee Jane Photography
Tom Woodhouse

Frank Dumte from New Caledonia has also indicated that he may ride, and three Tasmanian riders have also entered. Unfortunately Chris Bayles is unable to come due to work commitments.

The venue for the Friday practice will be advertised online. This will be an opportunity for the two teams to prepare for the event but other riders are also welcome. The Waimak trials practice area is available for any visiting riders who arrive earlier in the week.

Rider registration on Friday evening will be at the Spectators bar and bistro at the Addington Raceway Events Centre. The Monday evening dinner and prize giving will also be at this venue.

Mike Elliott has arranged for a coffee cart to be at the three properties.

October club trial cancelled

There won't be a club trial on 7 October because of the work that needs to be done to prepare for the nationals. A "have a go" day at the Waimak trials park will be held instead.

Margaret Mitchell

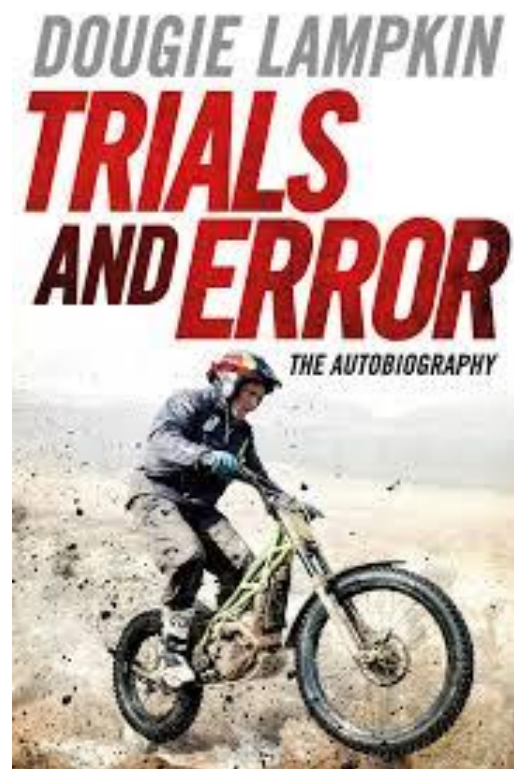
We were sorry to hear that Margaret passed away on 20 August and send our condolences to Bruce. Margaret regularly attended trials and observed for us in the 1970s.

Engaged

Congratulations to Jules and Karolyn on their engagement.

Budget becomes Mega

Budget Motorcycle Spares is expanding and from October will have a new name: the Mega Motorcycle Centre. Sam has recently obtained some Regina 520 EBXL chains which are designed for trials and are used by Beta, Sherco and Scorpa. \$116 for PMC members.



Dougie's new book is a good read. Available for \$30 from the Book Depository with free postage to NZ.

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 

Recent club trials

Kaituna Valley, July 22 (section setters: Alan Honeybone, Ross Bristol, Shane Brons, Peter H)

Traditionally Shane has pegged the Kaituna club trials and many of the championship sections there over the years, so this year when I found my name down to peg Kaituna, I called on Shane and Ross and we pushed Peter Hosking in to helping. We broke into two teams with the aim of making some variety of sections and hoped for a nice dry day. This is one of the most outstanding trials venues you will find anywhere, owned by the De Pas family, we have ridden here since the 1970s, and have only ever used a small part of their farm.

Sunday saw a good turnout including Tui, armed with a brand shiny new factory Sherco. We commenced battle in perfect conditions, with one trail ride long grass hill section followed by a couple of wee beauties in the pine trees. From there it was on to the awesome number four which has been used every trial since Moa's roamed around there. This is that nice rocky and muddy gully beside the creek. I remember hearing a massive scream at one stage, this was Tui nailing a clean on the Expert/intermediate line which is always a challenge. Well done Tui, it might have been a mistake to let him test ride my bike a while back.

From four we headed to the nice slippery creek for a few rocky sections mixed with the odd hill climb. A swimming display was provided by one rider but he convinced the rest of us not to try it as the bike thought the water too cold and caused him a bit of grief for a while. This turned out to be a good trial with some close results in the end. Ross and I kept changing the lead throughout the day, Simon and Kahu continued their battle and finished on a draw, only Glenn had a few points to spare ahead of Gareth in Experts grade. Another awesome day at Kaituna thanks to the De Pas family.

Alan H

Expert		Clubman A		Twin Shock	
Glenn Smith	36	Kahu Jones	9	Paul Jackson	27
Gareth Wadsworth	49	Simon Jones	9	Simon Jones	9
Josh Stones	72	Rob McKay	16		
Willie Ahomira	85	Simon Hopkins	23	Junior	
Shane Brons	87	Peter Barnett	36	Kahu Jones	9
		James Blanchard	42		
Intermediate		John Phillips	44		
Ross Bristol	15	Steve Fisher	45		
Alan Honeybone	19	Guyan Bennett	62		
Paul Jackson	27	Nigel Bunny	dnf		
Peter Hosking	42				
Ashley Duncan	95	President			
Tui Scott	dnf	Dick Gardner	26		
Hamish Barnett	dnf				



Al not only writes good articles, he's riding well too.



Good to see Richard back again. Interesting pipework on the Beta.

Purau, Aug 26 (section setters: Alan Honeybone, Shane Brons, Peter H)

Alan put up his hand up again to organise the trial at Chris Gardiner's historic Purau property and enlisted Shane to help. I tagged along with them on Saturday to learn a few things from two of our best section setters.

Sunday was fine and warm and we had a good turnout of riders and some spectators with Chris' family and friends watching a few of the sections. Dick was also a spectator after the Sherco refused to start before the trial began. Number 9 which had been set by Shane was the one which provided the most entertainment. For the experts and any intermediates who were willing to try it, there was a rock to get over with a pool of water on the other side to fall into if things went wrong. One unlucky rider did.

It was good to see Tim Bassett back again and he was going well too, probably learning a thing or two by riding around with David. Matt Stockman decided to give intermediate a go as did Rob. In expert David had a comfortable win, while Glenn and Gareth had a close contest for second place. After 5 rounds things are starting to get very interesting in intermediate with Ross having three wins and Alan two. Al has really lifted his game this year on the new Sherco ST250 and it will be interesting to see who prevails in the remaining two club trials.



Hamish in section 9

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It's competitive in clubman A too with Kendall returning after a break, Kahu continuing to show what a young guy on a 125 can do and Simon Hopkins who has only ridden three trials already able to keep up with them.

One thing is puzzling me: why was Rob wearing TRS clothing?

Peter H

Expert		Clubman A	
Dave Trewin	26	Kendall Mcdonald	7
Glenn Smith	61	Kahu Jones	10
Gareth Wadsworth	68	Simon Hopkins	12
Derek Scott	93	Simon Jones	24
Shane Brons	dnf	Nigel Bunny	28
Intermediate		Peter Barnett	28
Alan Honeybone	26	Steve Fisher	32
Ross Bristol	35	Richard Cripps	dnf
Paul Jackson	46	Twin Shock	
Tui Scott	52	Paul Jackson	46
Peter Hosking	53	Kendall Mcdonald	7
Tim Bassett	57	Simon Jones	24
Rob McKay	79	Junior	
Matt Stockman	111	Tim Bassett	57
Hamish Barnett	dnf	Kahu Jones	10

Electric bikes for kids

At the August committee meeting Jules suggested that the club should focus on young riders and bring more kids into trials, so he suggested buying two electric bikes. Based on the example of what Bren Tee in the North Island is doing, the bikes would be available at club training days and efforts would be made to organise "have a go" days at special events.

The Committee agreed and it was decided to purchase a GasGas T12 with 16 inch wheels from Budget, and a Beta with 20 inch wheels, from James Blanchard at Precision Motorbikes. The Committee would like to thank both shops for their support of this project. The Beta which is suitable for older children will be available at the Waimak "have a go" day on 7 October. Check our Facebook page for more information or contact Jules directly. The GasGas which will be suitable for younger children is due to arrive in the country in October and we are hoping to have it at the Oceania/Nationals.



Note: we will be requiring that the riders bring their own helmet and have good footwear.

One of my dumbest moments on a trials bike (no. 1)

One of my dumbest moments on a trials bike happened after riding a NZ Champs round in the North Island. I rode the bike onto the ferry wearing my back pack and of course no helmet as was the norm in the 1970s. I had parked my Morris Oxford Wellside Ute in the main Street of Picton outside a shop to make sure it would be safe. The back gate was down to make loading easy when I returned. I returned on the very early ferry and rode off the ferry to the mighty Morry ute early in the morning just as all the locals were turning up for work.

I had developed the technique of riding my TY175 onto the fairly high deck with no loading ramp just sheer aggression. I zoomed down the main street with backpack on back, popped the required wheelie, wammo onto the icy deck of the mighty Morry where the brakes were irrelevant. The bike stopped as it hit the cab and I stopped as I hit the road after sailing over the icy cab and bonnet. I am sure all the spectator gallery were impressed.

Alan Honeybone

We are hoping to make 'dumb moments' a regular feature in Megaphone. Contributions are welcome.

And later this year Peter Barnett may put a collection of memorable moments caught on camera in 2018 on his Flickr page.



Keith Brown abandons ship at the Mt Thomas classic trial in 2015.

Bikes, parts, clothing, etc.



Montesa, Scorpa, Sherco, TRS

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

SPANISH TRIAL NZ LTD



Contact: Kevin Pinfold
021 031 9897
kpatrials@xtra.co.nz

Kapiti Motorcycles



Contact: John Lawton
ph. 04 297 0240
NZTrials@xtra.co.nz



10% discount for PMC members
on trials related products.

Contact Dennis, Sam or Jess
ph. 377 1881



ph. 03 389 9910
dirtactionservice@gmail.com

Single motorbike trailer for hire

\$25 a day
\$40 a weekend
\$75 a week
ph. Tui 027 657 44 83

Kerry at the Scottish – part one

Kerry Miles was one of the first riders from New Zealand to compete in the Scottish Six Days Trial when he was on his OE in the UK in 1979. After he finished the event Kerry wrote about his experience and recently he lent his notes to me. Forty years on they are very interesting to read. This issue of the Megaphone and a future one will have a condensed version of Kerry's SSdT. If you'd like to read the full version which is 8 pages long and has some additional photos email pmctrialnews@gmail.com and I'll send you a copy.

Friday 27th April. Final preparation

What a hectic day, my biggest worry being whether to use my Mikuni carb or stick with the leaky Bing. After the morning's tuning session I decided on the Mikuni as I had a range of jets and wanted the bike on the rich side. It took ages to sort what tools and spares to carry, also where to put them all was another problem.

The time came to pack the car, what a hell of a job ... the poor old Fiat had its tail on the ground and I still had the bike to go on.

Saturday 28th

With the bike loaded we set off about 8.30 am up to M6, then on to Glasgow where we arrived in time for lunch. We were advised not to visit the centre of Glasgow and didn't. We arrived in Fort William about 4 pm, the first thing to greet us was the parc fermé, even at this early stage it was a mass of colour. The trade vans were there in force selling clothing, spares, accessories and NEW bikes, incredible. Driving through the main street one is greeted by a welcoming sign. We also noticed Mick Andrews walking along the street. There were blokes everywhere with Montesa, Bultaco, Honda, Yamaha and Suzuki jackets on. We drove around and after asking finally found our hotel. It was easily recognised as there were many dealers vans and utes. *Motorcycle* and *Motorcycle News* had banners up on the pub and all over the grounds. We had a good view from our window, looking up at Ben Nevis. We could also watch everybody arriving. The weather had been beautiful but everybody said it wouldn't last, boy were they right.

Sunday 29th

We awoke to the sound of rain and hail beating against the window. What a contrast to Saturday. Ben Nevis was covered in snow, what little we could see in the murk. About 10.30 we drove down to the parc fermé. Joan sat in the car as it was still hosing down while I wandered around looking at the machinery. I stopped and had a good look at Rob Shepherd's RTL and a good natter with Rob and his mechanic Mike, really nice guys. While talking I spotted this blue LHP Bedford diesel arrive, turned out it was Vesterinen. His bike was immaculate as was his mechanic (his brother) and his dress. Later while wandering around in a dream trying to remember where the car was I heard a voice say in a broad Yorkshire accent "are ya alright?" It turned out to be Mart Lampkin. After discussing our strategy I wished him well as it was time for scrutineering. Being one of the early numbers I was one of the first through. It didn't take long at all, they painted my wheels, frame and motor. I pushed my bike off the ramp and parked it, leaving it looking lonely amongst several Montesas.

Well by this time the cold weather was taking its toll and nature was calling in a big way so a mad dash was in order to the nearest pub. Whilst standing you know where, a bloke comes in and says "there's a guy out there from NZ who knows you". Strange I thought who could it be? Well standing in the bar was Nods (Neil Harris).* We shared drinks and he told me he was riding a 175 Fantic. When it was time for him to get his bike scrutineered we left and Joan and I drove back to the hotel.

Monday 30th – Day one, 85 miles.

Well what an early start, I was away at 7.31 am. From Fort William it was up the Mamore Road to Callart Falls group of 8 sections. Being the first riders there the rocks were slimy and very tricky. The sections were rock outcrops with water flowing down them and they were pegged tight. I did not do very well here but nor did the riders around my number. From Callart we climbed up the side of a mountain into the snow where the only way to find grip was to sit down and paddle. I fell off once and it took a couple of minutes rest in the snow to get my breath back after heaving the bike about 30 yards uphill. We then went down the other side to the road and on to Garbh Bhein. Here there were two sections just off the road up a rocky loose creek bed and fairly steep. I attacked it in second with full noise and had a couple of prods. This section got a lot harder later and took points off many of the top men.

From Garbh Beinn it was 16 miles of road to Altnfeadh (four sections). I had a 0,0,5,5. God they were slippery. Joan was watching here and said the later riders cleared the top two easily but had problems on the first two. I was chuffed and annoyed. It was then 8 miles over the tops through more snow to the lunch stop at Kinlochleven. After lunch we went onto Blackwater. I had fives on the first two then a one on a section with a net on one side to stop riders, machines or both going over a 70 foot drop into a stream. One rider that night said he had tred on the net and the rope was rotten. There were two more sections here in a rocky creek bed, the sections were open but really limited to one line. I had a clean and a five. From the sections at Blackwater we had a long ride across Blackwater moor. It was about 23 miles across and took about 2 hours during which time it snowed, hailed, rained and the sun shone. Going across we encountered bogs, rocks, streams and really narrow tracks. It paid to skirt the bogs because if stuck it can take up to 3 men to extract your machine. You can always find a way around them, takes time though! Bradileig was the next group. By the time I arrived there I was knackered. I had some silly feet here (I am certain in a normal trial I would have cleaned them easily). After this it was a ride of about 10 miles to the road and on another 12 miles to Fort William and Town Hall Brae right in the middle of town. I rode both clean. From here it was back to parc fermé where I checked in two minutes late (2 points). What a day, I ached all over from that 33 miles of moor.

Tuesday 1st May - Day 2, 104 miles

Having a late number today I wasn't off until about 11.00. They work on a system where on Monday its no. 1 to 280, Tuesday: 45-280, 1 to 44; Wednesday: 95-280, 1 to 94 etc. during

**Neil was an Ixion member and one of NZ's top riders in the late 70s. His nickname was Noddy.*

the week. First off we set off on a 23 mile road ride to Laggan Locks through snow and hail. I was really thankful for my faceguard I had bought along with my damart undergloves. Laggan Locks are four sections on a hillside with loose rolling rocks. When I arrived, there were about 20 riders in front of me. In the Scottish they operate a system called delay where you hand in your card if there is a queue. They then time it and when you are about to ride the section they hand you the card back with the time delay noted. This is then added to your time at the next check. I used this system at Laggan Locks and



when my turn came to ride there were more riders and I had to start about a foot from the start cards. I ended up with a 0,1,2,0 and I was thrilled. On to Switchback for four sections in a creek bed with lots of water and several big rock steps. I did these for 2,0,0,1. We had several miles of moor work to cross before Achlain. Here things started to go wrong. It was a rocky creek bed and with really big rocks and huge rock steps I had threes and fives here. On the road to Allt a Chaoruinn I had to put the bike onto reserve and I was panicking a bit by the time I got to the sections, five in total. I had a really mixed bag: a five, cleans, one and a three. Fortunately down the road was the Comerfords van with petrol.

Further down the road about five miles was a check. We had to wait there about one and a half hours while they rerouted us. The reason was that through Clunes Forest, our intended route there was 6 foot of snow. Everybody got cold at this check even though the sun was shining. Whilst we were coming down the road toward the check my mate's bike (no. 7) seized at about 65 mph and he left a great black strip down the highway before getting to the clutch. He was a bit white when he got to the check.

After our delay at this check it was back to Laggan Locks again. When I got there, there was a queue of about 100 riders so it was definitely a case of using the delay system. After two hours I started to get a bit worried about getting back in time for dinner as it was about 6.30 pm. I had eyed some Spaniards backing into the front of the queue speaking in pigeon English to the observer and being allowed to ride so I thought it was worth a go, and it was. I rode straight away, so quickly in fact that I forgot to turn the petrol on causing a five in the top section. The NZ sticker on the tank paid off! While I was watching there someone knocked my bike over bending one shock and putting a huge dent in the tank. I managed to straighten the shock a bit by brute strength and rage, more of the latter. When I pulled the bike down after the trial I found the shock was bent so bad you could not push it down by hand. I feel that must have upset the handling later in the week.

After Laggan Locks came a short ride to Muirshearlich. Four sections up a narrow solid rock stream with some huge rock faces, vertical (well nearly) and about 10-12 feet high. I would have hated to step off on these. I had a fairly good ride with about 4 points in total. Back to Fort William for Town Hall Brae (two more cleans).

During the week they change the sections there by juggling the cards around. I finished at about 8pm and fortunately in time for dinner with a bath first. Today had been a bit easier, but not much.

Wednesday 2nd May Day 3, 96 miles

I was a bit earlier off today. While I was waiting the sun shone beautifully, but the minute I set off it snowed like nothing I have ever seen before. It was really cold and hard to see. I arrived at Callart group (different to Callart Fall on Monday) frozen stiff. Just after I had parked my bike the sun came out and filled the whole valley. What a contrast.

There were 4 sections in a rocky creek bed with rocks and several solid rock steps. Whilst riding one of these a certain part of my anatomy crunched into the tank and it took me several minutes to come right before continuing. Old Military Road was next, two sections, both fairly short twisting rocky climbs in an old creek bed (two 3s for me). More road work before riding up the side of the river to Achallader for 10 sections. We were then faced with a bit more moor and road to Inveroran Hotel for lunch.

After lunch, it was on to Ba House for four very hard sections up these massive boulders about 6 ft. high. One section here you had to drop your bike into a hole, swing the back around by hand before starting only 6 inches from the start flags. Chair lift was next. I got carried away here and took off my jacket and let down my tyres and had a real go at them. I had a clean up the first and a three on the second. The latter took fives from Andrews, Rathmell and Lampkin. I was really pleased because Jock and Beryl Cain were here, so was my boss Colin Appleyard.

The eight sections of Loch Eilde path were fairly easy taking several prods off me. At Sleubaich it was up a huge waterfall with loose rocks on it and at the bottom. I got my wheel over the top but the bike stopped then all of a sudden fired up backwards. Fortunately a marshal managed to stop it going right back over. Believe it or not I did the same thing on the section later in the week, this time it nearly took the marshals with it. They were not impressed. I had a three in the top section before riding down Mamore road to Fort William and check in. There was no Town hall Brae this day.

Results of the Glenelg Spur club trial, 16 September.

Expert		Intermediate		Clubman A	
Glenn Smith	46	John Regan	21	Kahu Jones	10
Derek Scott	55	Alan Honeybone	21	Nigel Bunny	36
Shane Brons	63	Ross Bristol	21	Peter Barnett	46
Willie Ahomiro	63	Hamish Barnett	56	Steve Fisher	56
Josh Stones	63	Peter Hosking	59		
		Tui Scott	75		
Twin shock		President		Junior	
Simon Jones	25	Dick Gardner	72	Kahu Jones	10

Important notice about the Megaphone

For a number of years we have been able to post the Megaphone for free using Community Post envelopes but New Zealand Post now say that they can no longer be used for newsletters. This means that we will have to pay the cost of postage ourselves. If you are happy to read the Megaphone as an e-newsletter in future could you please let us know by sending an email to pmctrialnews@gmail.com or mentioning it to me at a trial. This would reduce our printing and postage costs – thanks, Peter H.

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

Oct 7	“Have a go day” Waimak trials practice area
Oct 20-22	NZ Moto Trials Championship and Oceania challenge
Nov 11	Club trial, Purau (t.b.c.)
Nov 25	Greybeards, Weedons Ross Road (t.b.c.)

Acknowledgements

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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.