

PIONEER MOTORCYCLE CLUB Megaphone



**PIONEER Motorcycle Club Inc.
2016/2017 Committee**

Patron	Peter McDonald	326-8990	Committee	Christine Thompson	323-8102
President	Peter Dunn	323-8107		Derek Scott	354-4243
Vice President	Alan Honeybone	328-9912		Mike Elliott	352-3684
Treasurer	Ross Bristol	328-8760		Paul Jackson	313-4008
Secretary	Sandra Hallie	313-4833		Peter Hosking	343-1526
Club Captain	Stef Downes	312-6299		Roy Hallie	313-4833
				Shane Brons	981-3322

Upcoming Events

Upcoming PIONEER Events				
<i>August</i>				
7 th	Classic	Club trial	Tulls Rd, Ashley	Dick Gardiner
28 th	Pioneer	Club trial	Glengelg Spur	Derek Scott
<i>September</i>				
4 th	Classic	Club trial	Waipara riverbed	Dick Gardiner
18 th	Pioneer	Club trial	Teddington	Shane Brons
<i>October</i>				
2 nd	Classic	Club trial	Mt Thomas	Kerry Miles
9 th	Pioneer	Club trial	Living Springs	Glenn Smith

South Island Moto-Trials Championships				
<i>Aug</i>				
20 th / 21 st	Rnd 5 & 6	Pioneer	Kaikoura	Alister Trewin

North Island Moto-Trials Championships				
<i>Sept</i>				
10 th	Rnd 7	Orion	Palmerston	Kevin Pinfold
11 th	Rnd 8	Ixion	Wellington	Carl Robson

NZ NATIONAL MOTO TRIAL CHAMPS				
<i>October</i>				
24 th / 26 th	Marlborough	Blenheim area		

Memorial Wall

It has been brought to my attention that we have lost a few Life Members, Committee Members, and close friends over the last couple of months, Pioneer sends their condolences to family members.

Ken Bush (Patron 1998 ~ 2015)

Ken was a big part of the Pioneer Motorcycle Club 100th anniversary and attending all Committee meeting and rallies held by the club. Ken came in as President in 1978 & 1979 but was part of the Committee for a number of years until in 1998 Ken was made the Paton. RIP Ken and ride that motorbike in the stars...



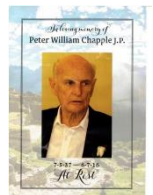
- BOSS -

Basil Chambers (Life Member)

Basil will always be in a special place in my heart as he was known fondly as "My Second Farther" I have had a long association with the Chambers family. Basil has been involved with trials in Canterbury for a long time, before continuing with his love of flying taking up model air planes, but in later life taking care of his beloved wife Ira. Our thoughts to David & Glenda, Lynsey & Vicky, and Craig & Sarah for the loss of their father.

Peter William Chapple JP

Peter was a keen Pioneer motorcyclist who enjoyed both road trial and trials through the years, he also was Club Secretary for a number of years he will be sadly missed at the annual Greybeards trial as he came out to watch and support the other riders. Our thoughts are with Veda, and sons Mark and Aaron.



THE BIKES' CODE...

When you first start riding, you start out with a pot full of luck,
And an empty pot of experience....
The objective for every new rider is to fill the empty pot of experience
Before the full pot of luck runs out...

Look for me in the Rainbows...
Time for me to go now, I won't say goodbye
Look for me in the rainbows, way up in the sky
In the morning sunrise when all the world is new
Just look for me and love me, as you know I loved you...

Editor's Page...

2016 Mick Andrew's Summer Series...

The Mick Andrew's Summer Series for 2016 has been held earlier in the year, with a mixture of riders, even with a couple of young ladies it's good to see new young riders joining us. Congratulations to Brent Downes (Twin Shock) and Ross Bristol (Intermediate) see you again next year.

2016 South Island Moto Trials Championships...

The 2016 South Island Championship rounds 1 to 4 have been held with the final rounds being held at the Trewin's property in Oaro Kaikoura, on 20th & 21st August. Enter now online through the Pioneer website www.pioneetrials.co.nz and also sort out your accommodation at the same time.

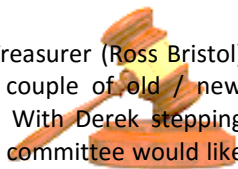
MNZ Licences...

Are now due at the end of July, you can renew your MNZ licence online through the MNZ website www.mnz.co.nz or I have paper copies available. If you don't have a licence and need a new /welcome back please see me at the next event.



Annual General Meeting...

The Annual General Meeting has been held in March, with the Treasurer (Ross Bristol) stating that the club is in a healthy state. It's good to see a couple of old / new committee members joining us Peter Hosking and Shane Brons. With Derek stepping down from Club Captain, Stef Downes has taken up the reins. The committee would like to thank Derek for all the work he has done as club captain during the past few years.



70th Anniversary Kaikoura 3 Day Trial...

Well if you missed attending this event then shame on you it was a wonderfully relaxed weekend with a lot of happy smiling faces from all 71 riders. More reports later in this edition.

Event Cards...

If you don't have access to email, text or face book and there is an Pioneer event happening then please let one of the committee members know so an event card can be sent out to your home address.

An event card form for the Pioneer Motorcycle Club. On the left is a circular logo featuring a motorcycle and the text 'PIONEER MOTORCYCLE CLUB' and 'CELEBRATING 100 YEARS'. To the right of the logo is a form with the heading 'You are invited to attend a sporting trial'. The form includes fields for 'Surname', 'Name', 'Date', and 'Time', each followed by a horizontal line for writing. At the bottom right, it says 'Pioneer Motorcycle Club'.



New Zealand Super Bike Championship Weekend 9th-10th January 2016

When Dean James first approached the club to provide a demo of trials bikes at the Ruapuna Raceway Superbike 2016 New Zealand Superbike Championship Weekend at the Mike Pero Motorsport Park it was touch and go if the club would accept. It was however decided to make the effort and attend, with support from club members and the most welcome support from Brendon, and Gareth Wadsworth, (Marlborough Trials Centre), and Neil Belvoir. Thursday saw Peter Dunn, Christine Thompson and collect fence posts from Gold Pine, (many thanks for their support) and Dean James arrive with a large collection of various different sized pallets from Carters (again many thanks to Carters for their support). Peter and Peter Milner but their heads together and after a number of strong cups of tea came up with some devilish difficult obstacles. Our friendly tractor driver Bryce helped with the setup and even provided two tractor tiers to add some further interest to the obstacles.

Day 1 saw an early start for both the crews to finish setting up the etc. The weather was kind to us, There were no set times for bike guys and girl riders simply played all stopping only for lunch and to watch



Blenheim and PIONEER obstacles, marques, TV being sunny and warm. demonstrations, the day long on both days, the super bike racing

from time to time, or ride off into the pit area on their bikes to see what else was happening. The photo galley which accompanies this article contains just some of the photos taken over the two days. Throughout the day members of the public came and watched the demonstrations and talked to Peter and Brendon. Mobile phones being used as cameras where in much evidence and Dean James one of the Raceway event organisers reported that a number of spectators commented to him how much they enjoyed seeing the trials riders and watching the demonstrations. The club took the opportunity to promote the Kaikoura 3 Day event to those people who expressed an interest.



Day 2 started with some very windy but sunny weather. Dave Trewin, Gareth, and Brendon where joined by Stef Downs and Ryan Hampton and both provided great entertainment for the watchers. Christine cooked lunch both days and Peter and Christine had the pleasure of the Blenheim crew to stay at their home on the Friday and Saturday. As it was Brendon's birthday on Saturday the gallery includes a photo of the birthday cake he received. There were three memories that stand out over the two days which the author remembers in particular, the first being Peter rushing around on the second day patching up the obstacles where 6 inch lag bolts used in their construction had been broken, the second being the expression on Dave's face while trying to free his bike from the tractor tyre on the second day, (see

gallery), and the third and by no means the least was watching Gareth perform many of the trials moves on a bicycle indeed going as far as spinning 360 degrees in mid-day, way to go Gareth! Our thanks also to Ashley for her support of David, and Sandra and Roy Hallie.



The event finished at 4pm on the Sunday and after saying our goodbyes we parted. Monday saw Peter and Christine, with help from Bryce our helpful tractor driver remove and return the pallets to Carters and fence posts to Gold Pine, again thanking both for their help and support.

Busy Club Members...

I was a Tasmanian Trials Club member for a couple of days. How did this come about? Well on the weekend of 12-13 March I had the opportunity to ride in the two day Tasmanian Trials Championship. My brother Ken had found a bike for me to ride, a 2011 Beta 290, and entered me in the C grade, which is about the same level as Clubman A here. The Tasmanian Club is not affiliated to Motorcycling Australia so it was run as an unlicensed event, and restricted to club members. Riders from outside Tasmania can purchase a membership for \$15 which lasts for 72 hours. There were about fifty riders entered including some from Victoria and New South Wales. International riders Alexz Wigg and Ina Wilde who have been running trials schools in Australia this summer were special guests and Aussie no.1 Kyle Middleton also came over from the mainland.



The venue for the trial was Mt Joy in northern Tasmania. The trials area is 400m above sea level and consists of large rocks, loose slate, hillside cambers and the odd snake (one was sighted). It was very dry but after the first lap some of the uphill sections began to get cut up and turned into loose dirt.

Ken and I had our own little competition and we surprised ourselves by finishing 1 and 2 in the C grade but we were a long way behind a twin shock rider, Greg Harding who was riding the same sections as us. He lost only 3 points for the two days. I found out later that Greg won the post classic grade at the Aussie Champs last year.

In the expert class, Alexz lost 4 pts on day one and Kyle was on 12. On day two Kyle rode superbly to close the gap and they both finished the trial on 21 pts. Alexz finished first overall, after a countback of cleans. The top local rider, Chris Bayles was also riding expert and he was good to watch too.

The Tassie two day is a friendly, well organized event and is held annually in mid-March. I'd recommend it to anyone interested in riding a trial in Oz.

Peter H



PIONEER Club Trials News...

Summer Series #1

Omihi Valley

The first round of the Mick Andrews Summer Series was held at Omihi Valley, North Canterbury with Peter Dunn, Christine Thompson and Mel Banks the culprits for setting the sections on this what could be the last time we are able to hold an event here unless the new owner of the farm thinks we are good motorcyclist.

With 28 riders attend it was great to see everyone keen to start the year eager to go, we welcomed back Alan Duthie who has been busy doing other events, and to new club members Jamie Gibbard and to Shirley McDonald for trying the Clubman A line at this event.

Expert		Intermediate	
Stef Downes	32	Ross Bristol	13
Clubman A		Shane Brons	16
Peter Hosking	20	John Regan	19
Simon Jones	32	Alan Duthie	20
Keith Brown	43	Paul Jackson	26
Willie A	46	Alan Honeybone	33
Shirley McDonald	63	Rob Alexander	34
Brandon Alexander	86	Matt Dalzell	72
Clubman B		Josh Stones	79
John Philp	3	President	
Dick Gardner	7	Mike Elliott	65
Murray Dalzell	15	Twin Shock	
Greg Creagh	16	Brent Downes	12
Christine Thompson	18	Women	
Peter Dunn	25	Stef Downes	12
Peter Barnett	33	Shirley McDonald	63
Jamie Gibbard	44	Christine Thompson	18
Mel Banks	DNF	Junior	
		Brandon Alexander	86

Summer Series #2

Western Valley, West Side)

Another beautiful sunny Canterbury day greeted a keen field of riders to this very popular venue, with a few riders taking this opportunity to practise before going up to Nelson for the SI Champs in a few weeks' time. I'm sorry but there is no report for this event. But I understand that there was a side chair doing a bit of practise for the upcoming 70th anniversary Kaikoura trial, trailing out a new swinger. .

Expert		Intermediate	
Glenn Smith	25	Ross Bristol	23
Stef Downes	41	Alan Duthie	24
Paul Jackson	51	Kendall McDonald	24
Derek Scott	64	Shane Brons	28
Clubman A		Alan Honeybone	38
Willie Amiwaho	12	Matt Dalzell	74
Peter Hosking	33	Clubman B	
Hamish Barnett	50	Shirley McDonald	12
Murray Dalzell	54	Christine Thompson	14
Ashley Duncan	77	Greg Creagh	14
Twin Shock		Peter Dunn	15
Brent Downes	7	John Philp	26
President		Peter Barnett	31
Mike Elliott	19	Jamie Gibbard	39
Women			
Stef Downes	41		
Shirley McDonald	12		
Christine Thompson	14		

Summer Series #3
Western Valley (East Side)

I was lucky enough to get to peg Neil Manson's Western Valley property on a hot day, and what a hot day it was. Helpers Ross and Shane and new boy Jamie helped which was appreciated as the temperatures soared to 32 degrees.

This property has been very hard to peg since a new fence went in which limits car parking access and also makes it very hard to make a loop. We have looked hard for the last few years to find a nice way to get clubmen riders around the property without really peeing them off. We thought we had found one for dry weather but even those needs a bit of work. It is worth working on though as this is an amazing

property and give some of the best bush section in the South Island. Shane had spent about an hour clearing one bush section to find infested with wasps and had to simply walk away very quickly and start again somewhere else.

The sections pegged contained a lot of variety from climbing rocks creeks to natural bush hillsides and I don't know how we managed it but a small amount of mud. Scores in the clubman grade were low as were their energy by days end. Expert and Intermediates grades proved to be a bit harder with scores creeping up. Intermediate has become the hot new grade with Kendall, Alan Duthie and Ross finishing with one point of each other. The day was too hot for a BBQ and we would have felt guilty not giving some money to the local community so we finished at the Little River pub. A good end to a good day. Alan Honeybone.

Expert		Intermediate	
Glenn Smith	6	Ross Bristol	0
Stef Downes	22	John Regan	1
Clubman A		Kendall McDonald	3
Willie Ahomiro	0	Shane Brons	6
Simon Jones	1	Josh Stones	25
Ian Kippax	4	Derek Scott	26
Greg Creagh	6	Matt Dalzell	27
Peter Hosking	7	Clubman B	
Mel Banks	8	John Philip	5
Peter Dunn	9	Peter Barnett	8
Christine Thompson	10	Brigitte Smith	37
Murray Dalzell	12	John Phillips	46
Shirley McDonald	14	Twin Shock	
Rob McKay	21	Brent Downes	0
President		Women	
Dick Gardner	11	Stef Downes	22
Mike Elliott	20	Christine Thompson	10
Junior		Shirley McDonald	14
Brigitte Smith	37	Brigitte Smith	37

Overall Results.

Experts	#1	#2	#3	Tot
Stef Downes	25	22	22	66
Glenn Smith	0	25	25	50
Paul Jackson	0	0	20	20
Derek Scott	0	0	18	18

President	#1	#2	#3	Tot
Mike Elliott	25	22	25	72
Dick Gardner	0	25	0	25

Women	#1	#2	#3	Tot
Stef Downes	25	25	25	75
Shirley McDonald	22	20	20	62
Christine Thompson	20	22	22	64
Brigitte Smith	0	18	0	18

Intermediate	#1	#2	#3	Tot
Ross Bristol	25	25	25	75
Shane Brons	22	18	18	58
John Regan	20	22	0	42
Alan Duthie	18	0	22	22
Paul Jackson	16	0	0	16
Alan Honeybone	15	0	16	31
Rob Alexander	14	0	0	14
Matt Dalzell	13	14	15	42
Josh Stones	12	16	0	28
Kendall McDonald	0	20	20	40
Derek Scott	0	15	0	15

Clubman A	#1	#2	#3	Tot
Peter Hosking	25	16	22	63
Simon Jones	22	22	0	44
Keith Brown	20	0	0	20
Willie Amiwaho	18	25	25	68
Shirley McDonald	16	0	0	16
Brandon Alexander	15	0	0	15
Ian Kippax	0	20	0	20
Greg Creagh	0	18	0	18
Mel Banks	0	15	0	15
Peter Dunn	0	14	0	14
Christine Thompson	0	13	0	13
Murray Dalzell	0	12	0	12
Shirley McDonald	0	11	0	11
Rob McKay	0	10	0	10
Ashley Duncan	0	0	18	18
Hamish Barnett	0	0	16	16

Clubman B	#1	#2	#3	Tot
John Philp	25	25	16	66
Dick Gardner	22	0	0	22
Murray Dalzell	20	0	0	20
Greg Creagh	18	0	20	38
Christine Thompson	16	0	22	38
Peter Dunn	15	0	18	33
Peter Barnett	14	22	15	51
Jamie Gibbard	13	0	14	27
John Phillips	12	18	0	30

Twin Shock	#1	#2	#3	Tot
Brent Downes	25	25	25	75

Training Day with Karl Clark...

Karl once again has shown his commitment in putting back into trials by putting on another excellent training session for the PIONEER Club.

The venue chosen was Greg le Compts property at Omihi which give us a variety of terrain, the only missing element is the rocky creek. We started off with very simple turns then progressed to logs. I think everyone favourite was the downhill log. We learnt the importance of lifting at the correct point then placing the front wheel into the front of the log giving the second blip to clear the bash plate then clutch in to slow the bike as it came off the log.

We then preceded a step by carrying the front wheel after the log to clear the imaginary hazard. Handy trick to know just wish I could do it when I need it. I suppose that's why you are meant to practice.

Lunch was next then we stepped up the pace to steep hill climb with steep decent followed by a shitty turn and then a steep climb. The definitely not a clubman section to practice on. To my surprise the clubbies gave this section a real go. Peter Dunn was making it look a dabble and Christine rode it very well once the heart beat dropped below 200.

We then moved on to banks. Not the sort that get robbed but the sort you double blip. We finished off by everyone having a hoon around riding trying to be Toni Bou. An awesome day thanks Karl!

*Motunau Beach Road,
Club Trial*

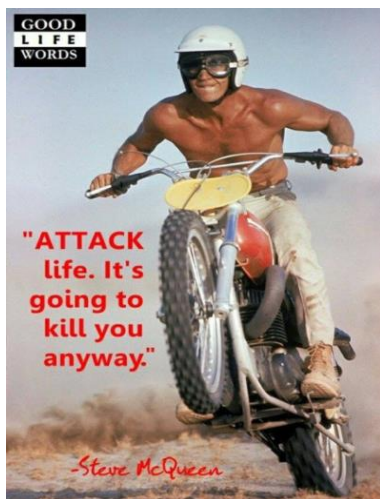
Greta Valley, A few firsts happen this weekend

- First night in our new camper! Staying at the property for the Saturday night.
- The first we had had a trial at Easter weekend, and 22 riders turned up. For a holiday weekend, we were stoked at the attendance, even John Philips from Timaru and Derek from Ashburton travelled up for this event. It was a

Expert		Intermediate	
David Trewin	7	Ross Bristol	16
Stef Downes	24	John Regan	16
Glenn Smith	29	Shane Brons	19
Derek Scott	65	Kendall McDonald	27
Clubman A		Josh Stones	37
John Philp	0	Willy Amiwaho	42
Shirley McDonald	18	Alan Honeybone	54
Keith Brown	24	Clubman B	
Greg Creagh	44	John Phillips	67
Derek Pike	105	Bridgitte Smith	82
President		Georgina Scott	139
Mike Elliott	10	Mel Banks	DNF

- a change for David Trewin to only have to drive 45 minutes to a trial,
- The first time we held a trial on this property, this meant Saturday (my birthday thanks to everyone who gave me their condolences LOL) we were scoping and pegging sections. I could not have wished for a nicer day. Off the grid (no internet / phone), although we were not alone. We met Luke the trapper, and Harry Birch (son) with his mate who were moving stock. Bill Birch as flying overhead a few times.
- The first time both the young ladies rode a full trial together. Bridgitte has had a bit of a jump start on Georgina as it was Brigitte's second full trial. They both completed it, and did extremely well. Very proud of you both as it was not super easy B line. The Dads were pretty awesome too.
- First time the PUB was closed following a trial because it was Easter Sunday ~ this was a disaster!!

The weather was perfect, the scenery was outstanding amazing limestone quarry, BIG rocks and good uphill blasts. There is massive scope for future trials events at this property for the next section setters



Waimak Trial Park, Club Trial

With a good selection of riding up imaginary river beds filled with boulders, to small hill climbs and just hopping around to give the 20 odd riders a good balance of sections for the day.

Once again the two young ladies came out with their fathers all eager for another good day and are getting the hang of their bikes and getting them through the obstacles. With all the riders have relatively low score and Ross and Kendall coming back with the

same points lost on 2, and Christine Thompson just piping John Philp by 1 point, and Peter Hosking 1 point after that it was a good contest, with Dick Gardiner losing only 1 point for the day and Mike Elliott on 4. After all the results were provisionally accounted for we headed for the Mac for a Fanta or two meeting up with Life Member Evan and friend (warning doesn't like men) for the reading of the results and to catch up with mates.

Expert		Intermediate	
Glenn Smith	6	Ross Bristol	2
Stef Downes	11	Kendall McDonald	2
Derek Scott	38	John Regan	5
Clubman A		Brent Downes	7
Christine Thompson	5	Shane Brons	19
John Philp	6	Clubman B	
Peter Hosking	7	Mel Banks	27
Stefan Ingandae	13	Bridgitte Smith	32
Peter Dunn	13	Georgina Scott	49
Shirley McDonald	15	President	
William Amiwaho	20	Dick Gardiner	1
Derek Pike	49	Mike Elliott	4

Purau Bay, Club Trial

Arriving in the Nissan instead of the truck and negotiation the tricky muddy track up to the carpark that was my first 5 for the day, everyone headed away to check out the excellent sections that Kendall had set, well it didn't take long for our first casualty, Christine unfortunately came off in section 6 or 7 and couldn't complete the event, only to have photo's as proof that our own Rangoon Rob Alexander did exactly the same but without the injuries.

Jules Huguenin found another bike to ride this time it was Derek Pikes from

Ashburton and lost only 5 points for the day, with Stef getting some practice before attending the Trials des Nations in early September. Kendall must have liked the sections that he set as he lost 7 with Shane and Ross coming in 2nd with 10 points. In Clubman A, Steffan lost 24 points for the day with Greg (despite the results on the website computer error wrong grade) on 41 with another young and upcoming rider Brandon on 56. Shirley rode extremely well losing 12 points in Clubman B, with her nearest rival Peter Dunn on 18 and Past President Don Clarkson on 33 (welcome back). In President the one and only Mike lost 32 for day.

Expert		Intermediate	
Jules Huguenin	5	Kendall McDonald	7
Stef Downes	21	Ross Bristol	10
Glenn Smith	29	Shane Brons	10
Derek Scott	80	Brent Downes	23
Clubman A		Josh Stones	24
Steffan Ingandae	24	Alan Honeybone	25
Greg Creagh	41	Rob Alexander	34
Brandon Alexander	56	Willie Amiwaho	41
Ashley Duncan	69	Clubman B	
John Philp	70	Shirley McDonald	12
Mel Banks	91	Peter Dunn	18
Christine Thompson	DNF	Don Clarkson	33
President		Bridgitte Smith	75
Mike Elliott	32	Georgina Scott	119

2016 South Island Moto Trials Championship

Daniel and Karl Clark pegged one of the better South Island Championships you could ever ride. I travelled up with Shane and Ross and stayed with Debbie and Karl leaving poor Peter Hosking to put with the farting of Scotty and rat and the snoring of Rob and Colin Kelland.

Both days were on the same property at Riwaka and had a huge variation of sections. The section pagers made the sections very testing but also enjoyable and not bike wrecking. I enjoyed riding the modern Nelson sections as they encourage you to try a bit harder as you are not frightened of smacking your face into the ground on big drop offs or making leaps of faith over obstacles.

We had a good turnout thanks to some good northern support. Observing was done by the local army cadets who did an awesome job, what a neat bunch of kids. They were well mannered, energetic, organised and speaking as business owner very employable kids. Sandra was the MNZ steward and Millsy clerk of the course so very relaxed and happy setting.

The Oliver boys both rode the large testies grade finishing first and second for the weekend, Karl rode on Sunday and gave a riding lesson by cleaning up on Sunday on the old 4RT. Stephen had a win in inters but Stef had a standout ride by being one of the few Christchurch riders to beat Glenn in the last fifteen years. Well done Stef.

Christine trialled her new scoring system with the help of Peter and it has proven to be a winner. I am looking forward to the Christchurch round now. I hope a few more Christchurch riders enter and have some fun. Alan Honeybone

PS: I am hoping that someone that attends the last rounds in Kaikoura will write an article for this event. Overall results soon.

New Zealand Motorcycle Awards



Best Up & Coming Off Road Rider...

Dylan Ball, at the tender age of 10, Dylan won the 2015 Australian Trials Championship in the 7 – 13 years class. He won this event with two days of riding without losing a single penalty point. This win was to make him the youngest ever Australian Trials Champion. He also won the



New Zealand Championship which caters for riders up to the age of 16 years.

Now aged 11 Dylan has surpassed the ability of more than half of the senior ranks already, his tenacity is to be admired, his mother tells of his desire to be a champion from a very young age. Dylan started riding at 2 years.

Dylan will travel to Spain this year to continue with his tuition in his chosen sport. Unfortunately, Dylan did not receive this award but received an Achievement Certificate well done Dylan we look forward to seeing and hearing of your training experience.



Scottish Six Day Trial



Hi all

Well the Scottish six day is all done for another year and I would like to share a few words on how I saw the week now that I have had a few weeks to take it all in. Both Paul Jackson and I arrived into Scotland on the Tuesday before the Scottish week to have good time to get use to the time difference. Wednesday we took the four hour train ride from Glasgow to Fort William where it would be our base for the next week and a half. Thursday was spent getting all the wet weather gear that is a must for the six days and there is no better place than Fort William itself to get the best gear and best deals. Friday we set of to Kinlochleven to see some of the pre 65 trial which we had heard that Stephen Ameristar was lucky enough to get a late entry to compete. We caught up with Steve just after getting of the bus and he was feeling good about the day ahead. We ended up spending the whole day watching and with the club organizing a shuttle bus for a first time which was well received apart from the fact that



we weren't told that at 4pm it stopped running so we had a not so good 30min walk back to the bus stop to catch the bus back to Fort William. We saw Steve ride two sections over the day and even saw his clean ride which was well appreciated by spectators and Steve himself. Saturday was when we got our beta hire bikes so we couldn't get out to see Steve ride Day two, but was good to see that he had a good result in the pre 65 again where many fail to finish. He was 137th out of over 180

starters. Well done Steve!

Saturday 10am and were we got the chance to start working on our hire bikes putting on some protector covers and I also like to put on my levers and foot pegs off my New Zealand beta back home to just have a more of a personal feel. We try and put as much covers on as we can to protect the bike as any breakages are extra on top of the \$2200 hire cost for the week. After lunch it was time to go and road test our betas. I had a question from back home from someone that was very confused to why we test a trials bike on the open road? So over the six days we end up traveling on the road on our hire bikes at a guess of over 60% of the total 800 plus km for the week so it is important that the bike is not getting hot on the road ending up in overheating and then next can be head gasket trouble. This is important and something that UK Beta importer John Lampkin asked that we do before we set of day one. This is something I was never told for my first year I rode the SSDT and it wasn't till half way through the first day that I was aware that something was not right with my bike getting very hot on the open road, with day two costing me head gasket problems. John Lampkin always says it easy to try and sort a problem before the start of the week because once the week starts time is limited to what they can do and with the so call rule of no outside assistance they should not even be touching your bike once the SSDT has started. So Paul and I set of up the road in

the lovely rain to test the bikes and we both were very happy to have passed the first test for the week.

Sunday was the usual sign in day and scrutineering. With Paul and I sorting the Betas out the day before we had sign on and scrutineering done by lunch time and had a few hours till kill before the 3pm town parade through the main street of Fort William. We also meet up with Isabel and Alan Honeybone who were there for the week to take in some Scottish action. It was great to have them over the week for their support and to see a friendly face over the week was also good too. Monday and day one of the six days and I was feeling pretty good with this now been my forth SSDT. There weren't a lot of nerves to previous years. Paul was not in the same boat which is totally understandable with his first SSDT. I was also very nervous my first time back in 2013. I said to Paul with day one usually being the easiest day of the week I would hold back at the start and we would set of the day together and see how it goes. With very heavy down pours though out the night I was thinking it was going to be a wet day but nothing to what we actually came up against though out the day. Traveling to the first group of sections it was then when I really started to see what rain we had had over the night with the first group of sections

we usually ride each year were closed by clerk of the course. So new to me too over previous roads for over an hour and half up first was our next test which crossing which was over waist drowning some previous riders



totally under water and had been Monday was all of a sudden a bit years. We both travel on and off on our way to the first group, but was about a 4m wide river deep and with the river already that were working on their bikes

on the other side Paul and I decided to team up and carry our bikes one at a time though the river to be safe than sorry. After that we had our first group of sections and it cost me two dabs in the first two sections and a dab on the top much harder section. Paul also only lost two dabs on the first two sections and I could see he was happy with his start to the week. The top section cost Paul a five and then it was off on our first moor crossings for the week and in Pauls words "unless you have ridden the SSDT you have no idea how difficult the moor crossing really are". Paul said we have nothing like this back home to prepare you for such a thing. We must have been on that moor crossing for over two hours as due to the wet weather there was another group of sections that had been pulled so that meant we had to do moor crossings to get to a bridge to get over a 10m river we usually ride through but with being chest deep was not going to be possible. This also meant we started coming across riders that had or were running out of fuel due to the now longer distance between fuel stops. Paul and I were still fine and didn't even hit reserve on the betas. The rules stat no extra fuel is to be carried in your day bag but I do see many that take no notice of this rule, so it is either join them or take the risk that you want need any fuel. So far in my attempts at the SSDT I have not had to use any extra fuel to get round but have got close. It can easily happen as all it takes is your bike falls over while walking a section and carb leaks or you miss a turn off and head up a track the wrong way for 10/15min and all of a sudden you're in trouble. In saying that I did see a young fella get disqualified last year for trying to fill a spare fuel bottle at lunch time break. We had another deep river crossing before our next group of sections,

these had strong white water current coming down so the key was to get though for a three or better. The top section was a tasty section with a good size water fall which Paul took a five on and decided to push on and I stayed and walked it some more. Well the extra walking did me no better and not only a five but a bashed up clutch finger on a rock, it was one of those ones when you don't really want to take your glove off but the blood wasn't seem to be slowing down any time soon so I got back to my bag and did my best to bandage it up and put on a new set of gloves. At the time I didn't know Paul had gone ahead so once I worked that out I picked up the pace to catch him up with still having the stress of getting low on fuel but as coming over a moor hill and seeing the fuel stop in the distance was huge relief!

After going through the fuel stop I was made aware of two sections 200m back up on the hill that were not marked so good to see, so I raced back up the hill to ride them and with still no sign of Paul I was thinking at the time I wonder if Paul had missed them too. After those sections it was back through the fuel stop again and push on to try catch up with Paul who was at the next group of sections which was about 15min down the track.

It was then that while I was that I could see all was not well walking his bike back down explained to me what had attempted a step on the top not quite making the undercut around 12 spokes on one side and badly buckling the wheel found out he had missed the two previous sections.



walking the bottom section with Paul when I saw him from the top section. Paul happened while he was section with the front wheel of the step. This resulting in of the front wheel breaking and it was then that Paul

I would just like to say in all my years of riding motorcycles, I have never seen a front wheel do such a thing and that was extremely bad luck for Paul. It was so bad that it would only turn with force and it was rubbing on fork leg. Lunch break was still a least an hour away so we thought if Paul can make it to there then he may be able to borrow a front wheel from someone. Unfortunately that wasn't possible at the rate Paul could travel along the track with the front wheel and it was just before lunch that Paul was flagged down by a SSDT steward who could see he was in need of some help. It turned out that he had a spare front wheel to allow Paul to finish the day but unfortunately that was outside assistance and meant Paul could only continue on a no reward finish from there on. Maybe if it wasn't a steward that gave him a front wheel then he may have got away with it. I had a fairly steady afternoon on the rest of the sections for the day and next caught up with Paul after the last group of the day. It was then back to base where we did a bit of maintenance before bikes went into lock up for the night. It was later that night that I found out that I had a better day than I thought with sitting in a really good 40th position ahead of some big names like John Shirt and the likes of Dan Heminway. Points were very close though with only ten points from 40th to 60th position. I was feeling very proud of my ride but also very disappointed at the same time that what had happened to Paul during the day. Even John Lampkin commented that he had not seen this happen before and it was very unlucky for Paul.

Tuesday was a new loop to what previous years had been with first up catching the ferry before the first group of brand new sections. Paul and I got along at a good pace as it's always good to keep moving on Tuesday & Thursday with being the longest days of the six. Paul got ahead of me in the morning and didn't see him again till our 15min lunch time break. It was snowing though out the day and some hail storms. Caught up next with Paul on a big moor crossing which was extremely wet. I quite like Tuesday loop as the afternoon sections are some of my favourite sections of the week with the likes of Loch Arkraig, Winchers Burn and Trotter's Burn and always look forward to ride them. I had about 15min left on time at the end of the day to check bike and change air filter. Paul had a few on time but finished one of the toughest days of the week. I got 47 points for the day and I wasn't happy with my day riding and had too many fives which dropped me from 40th to 61st with my early day yet to come.

Wednesday Day 3 and it was our early start. Paul and I headed off and had a bit of a moor crossing first up. With being our early day first group were very slippery and it was pretty much if you stopped you would not get going again. I went clean on first three sections and got what I thought was a two on a very hard section but the observer saw it different and gave me a five. Paul wasn't feeling very well because he had come down with the flu Monday night and with all that happened on Monday the heart wasn't in it any more. Paul decided to stop there and head back to the parc ferme and back to a warm bed for the rest of the day. So I pushed on and spent most the day round a rider called Tom Affleck who rides Sherco. Tom is a better rider than me so it was good to discuss lines and even catch for each other on the bigger sections that we both were grateful for. There were a few complaints over the week from some riders with the sections being too big and dangerous. I didn't feel myself sections were much different than previous years but it is a lot better if you can team up to catch for each other if is possible. It's too far to come to have an off at a top of a waterfall and hurt the bike or yourself. I had a fairly good ride on my early day to only to lose 35 points and only drop 5 spots to 66th overall. Thursday and half way point of the week and body was feeling good apart from the clutch finger which wasn't healing due to always wet but my main concern was not to get an infection in it. Thursday my late day and being the longest day of the week with over 180 km loop. I didn't start the day till just before lunch time and with then not getting back to parc ferme till 9pm at night. This was a very hard long day but with the sun shining all day I actually really enjoying it throughout the day with stunning views, riding in the snow and two of the longest moors that seemed like they were never going to end. I was thinking though out the day if this was a normal wet cold Scotland day and the same loop it would have not had one ounce of fun in it.

Because of our late day and with only about 16 riders left to start the day after I started we had the section sweepers right on our tale which travel around on trials bikes after the last riders of each day to pick up flags, sections and make sure no one is stranded on a moor with bike problems. This was a little distracting but they can't pass you so you just had to deal with it. Paul went with Jack Sheppard's father Mark in the van for the rest of the week so I would see both of them though out the day. I didn't get to lunch break till about 5:30pm which felt more like tea time. After lunch seemed like it ran pretty fast till we reached the last long moor of the day. After getting of that moor they

gave us a “nice” last group of seven sections which really sorted the men from the boys. I meet up with the Honeybone again here which cheered me on throughout the last group. Then was back down to time control which is where your time ends for the day and I had 12min left on time from my 7h 45min time limit for the day. Then it was the long 45min trip by road back to parc ferme. The SSdT committee give you the 45min time limit like this to discourage competitors of speeding and you have to take the full 45 minutes and not be under or over or it will cost you a point per minute either way. Really enjoyed the day and with only losing 26 points and worked myself back up to 60th spot overall.

Friday and it was road day with 90% of sections being next to road so meaning we spent most of the day on the main road. We had the world famous Pipeline section in the morning and I meet up with the Honeybone there and it must have helped having the support as I had a mega clean ride up pipeline. It wasn't all on road that day and we had a moor crossing throwing in just so we don't forget. I remember this one quite well because I was getting along at a good pace and got a bit off lost at one stage and couldn't see any flags or wheel marks so best thing is to get yourself to high ground to find the orange flags again. Which I did and could see them about 200m back down in the wrong direction I was going. The best way I can describe what a moor is if you haven't yet had the privilege to do so, ha ha, is like what we would call a good old bog here in New Zealand but it travels over huge amount of country side. It's not all soft and can usually pick the soft parts but not always as I found out that day. So I was heading flat out back down towards the flags in 4th gear and jumped a bit which didn't look soft at the time but was very much so and my front made the gap but with my rear wheel sinking in at speed only meant one thing and that was all your body weight being sling shot forward at speed over the bars. At the time it seemed like it all happened in slow motion as it seemed forever waiting for my bike to come forward on top of me. It's strange I was thinking this is so going to hurt but once pushing the bike of me and getting up and seeing all is well with me and the bike this was when I just burst out with laughter. The worst thing is that there was no one there to see it! But maybe that was a good thing, ha ha. There were quite a lot of spectators on this day with sections being a lot more accessible to other days. It was another nice day with it just about being T shirt weather.

Saturday, Day six and mixed feelings with excitement of being so close to the end but also a little disappointed that it is all going to be over. I like to try and enjoy the last day with time not being so tight and take in all the sights of the day. Started out the day pretty good apart from what I thought was a tough call at the time giving me a five on a hard section, but we all get those calls. We had one last moor crossing of the week and yep I seemed to find every hole on this one and in one part coming flying over a rise to only to see soft moor hole in front of me! It all happened so quick and with it swallowing most of my bike and trapping my right leg on impact at the same time which meant it was fun times trying to get out of that one, ha ha. After that last moor it was time to head back near to Fort William town ship for the last three groups of sections. There were some tough sections thought out the last day to sort out the top boys and these last three groups were very difficult. For the rest of us it was just to try and get a three in

some sections and with some really kind observing in most cases was the only reason we did. When seeing top ten riders getting threes while you are walking a section, it puts you in the mind set of just try and go for the three. I would be lying if I said that it is fun walking a section to just concentrate on going for a three, but in saying that if you like a hard challenge then it is for you. Then you hear that Dougie cleaned it and you can only think how that is possible. Ok it is not a secret that the likes of Dougie seem to get a few things go their way but hey fair play! To ride these tough sections feet up is and outstanding effort. I was very glad to see the back of those last three groups of sections and move onto the last and final section of the week which is in the middle of Fort William town ship called Town Hall bra. This section in the past has been known as a bit of a ride in the park in years gone by but with it being changed over the years it's been the last five years that it's taking some points from top 40 riders. I was glad to go clean and finish my 4th SSDT.

I lost 38 points on day six and total points lost for the week was 208 from the 180 sections we rode over the week. That gave me another First Class Award Finish and my best result yet of 57th out of 288 starters. I just missed out on the top 50th special first class award by 10 points, yep two fives! But in the Scottish 10 points are a lot of points to gain up. Around 180 points total for the week will sit you in the top 50 overall. Which means if you don't lose any more that 1 point per section because there is 180 sections over the week which also means you need to be less than 30 points for each day with 30 sections a day. I know sounds easy aye ha ha. But after my first year riding the Scottish I have learnt very quickly it's got to be more about the finish first and what comes next is a bonus. I'm really proud of my result and to improve on each year is also very rewarding. I have learnt to never say never but I feel this is maybe where it ends for me as I really feel it's going to take something special and good luck for me to better that result. I hope my words help you all understand a bit more on what the Scottish six day is from this side of the pond and if you haven't had the chance to compete or go as a spectator yet then it's a must do on your list to do! Three things you will need are Fitness, A strong mind set & LUCK on your side!

Trip wasn't possible without the likes of firstly Paul Jackson who was a huge help though out the week and with also the help leading up to the trip is really appreciated. Rat should still be proud of giving the hardest trial in the world a crack and if it wasn't for his front wheel problem I'm sure he would have finished the week. Debbie is a huge help with all the organising which starts back in January and big part of my achievements over the years is because of Debs. John Lampkin and his team throughout the week for all the support. Pioneer club for all their support over the years. John Lawton who loves the Scottish six day and helps out leading up to the event with supplying me his own covers he has designed to keep the beta radiator clean from all the mud and the rear mud flap that which keeps the air box dry all week. Thanks also for all the kind words over the week from back home.



Thanks Guys

70th Annual Kaikoura 3 Day Moto Trial



KAIKOURA 3 DAY - review

The big challenge now, for all those who attended this event, is to stay mum. It is, I think we can all agree, the greatest way to spend three days anywhere on the planet so my real concern is Club Kaikoura, tow, basking in pool over a Pina Pineapple Bar and the hammocks the next morning right smack in the middle of section 10. This is my concern.



Short of the burden of this realisation, let's go for a few choice words to sum up this iconic event....okay, there's one, 'iconic'. Seventy years in the making, more hill climbs than Sir Ed, more downhill than the Greek economy, more rubber than a chemist, more cussing' than a Tourette's Syndrome support group and, when all is said and done, more smiles than that time your folks finally bought you that thing with two wheels AND an engine.

Here's two more: 'three' and 'days'. I'm of the view that, generally speaking, too much of a good thing can kill the buzz, ultimately reducing it to the mundane. Kids and sweets is a good example: it's all beer and skittles until that last gobstopper then it's off to A + E to get the stomach pumped....again....and CYFS are on your back.....again....brutal.

But who the hell knew that there exists in the world an exception and it's called TRIALS (incidentally, as is the nature of these things, one hears wild tales of previous 3 Days where that whole kid and sweets thing does seem to have actually happened - just swap the word 'kid' for 'grown up' and 'sweets' for 'white man's firewater'.....no names).

I reckon every man and woman (and that rider that could've gone either way....no names) would agree with me on this: the 3 Day concept is excellent because we just can't get enough of that good thing.

Let's break it down.

Day 1: My fave because I hadn't yet regressed to the state of a blubbing new-born unable to ride a bike or anything else, for that matter. Dry as a bone, challenging but do-able, everyone in high spirits, a couple of gifts (these should be mandatory at every moto trial so the word 'clean' can get used, at least once, well before hitting the showers). All up, shit load of fun.

Day 2: What is it about creeks? Maybe it's the fact that you can't see anything in them. Maybe it's because what you can't see is as slippery as a used car salesman. Maybe it's because your feet get wet and you look ninety from the ankle down at the end of the day.....dunno. What I do know is that they are an art form to get right and, frankly, I'm just not that good with a brush. Messed it up badly. But this doesn't stop me from realising that every section was very well thought out and challenged everyone in all sorts of ways, from getting up some of those banks, to simply making it over the creek in one piece. No surprise, then, that some quite insightful individual chose these aquatic

waterways to describe a 'no win' situation, made all the harder because you don't happen to have a paddle on you at the time.

Day 3: Another flavour altogether. White stuff on the ground - not sure what the hell that was, don't get that in the Capital - with an interesting temperature to match. Nice to know what Planet Earth's going to feel like once the sun burns itself out, anyway. Now, turns out I quite like hill climbs so I'm clapping with both hands for those intrepid pioneers who carved out sections 1 and 2 and 5 and 6. Damn, they felt



good, especially 6 with the inventive use of helicopters as the only way to get to the top, nice touch. This day had it all: a precipitous turn in section 3 (BTW: OSH want a word with the section setter, something about causing coronaries or something); a sequel to 'Lost' on section 4 - when will it end and how will I be remembered



If it doesn't?

Anyway, 'Coon skin the their stuff, up the two



things: top

have me coming first when I didn't, that's not hospitality we'll all keep coming back for (tell go into business, can that stuff, put a premium on it, go global, and then flog it off to Wattles for squillions....just saying). And clearly the backhanders to the Met office are paying off, good tax-deductible bribing.

To borrow from a rather memorable beer ad:

'She's a hard road finding the perfect [section], boy'.

'Still, no hurry, eh?!'

'Good on ya, mate!'

Pioneer Trials Club, pride of the south for over a hundred years. Phil Costello

you get the idea, too much fun...almost. hats off to the Daniel Boones of the South, Pioneer Club, for a brilliant event. They know



clearly, and backed excellent riding with underrated but indispensable admin skills (can't right) and that soup maker to



Some thoughts from Scotland and Kaikoura...

We keep getting bombarded with reasons why trials are not the most popular sport in the world. Some of the key board warriors think that by making trials nonstop, people will flock to our sport, others think that by making the rules stop ok, young people will be attracted. Two weeks in Scotland to watch the Scottish six day clearly demonstrated why our sport is so unknown. Having ridden trials for 42 years now I have heard a lot about the event and going to the six day has always been on my agenda, but never as a rider.

To me the event showed very clearly why trials are still unknown. We had a hell of a time finding sections to watch. The maps in the programme show roughly where the sections are but not where the roads are to get to them. There is nowhere to park your car. The highest temperature we had in a week was 10 degrees. There was nothing to show a spectator where they might find a section. You often are clinging to some awful slope in cold wet miserable conditions to watch. So to attend you have to be a trials enthusiast.

When you do get to see some sections about fifty riders take a five without attempting the section. Another 100 crash and bash their way through aiming for a three if luck is on their side. The top ten make the sections look relatively easy and are a pleasure to watch. The first class award riders ride well enough to encourage a non-trials rider it may be a fun sport, but I could imagine someone who has never seen the sport would think what a stupid sport. Crashing and bashing your bike to bits while riding at walking pace with both feet on the ground and pushing like hell. The sections now are well out of the league of most riders. The aim of most of the field is to finish the course and perhaps get through a few sections.

When I thought about it I realised that many of these negatives is what makes our sport so good. We don't give a toss about spectators at most events. Everything is done for the rider's enjoyment. Advertisers and sponsors don't matter. For most people just being part of the event is enough, trophies just don't matter. If it is raining or snowing, well that is just another obstacle. Yes it is a great sport to play most of the time.

At Kaikoura I found one of the things that help drive people away. Dumb sections. This year there were two dumb sections. Both these were pegged by the best section peggers we have in the Club. My biggest hate is sections where a minor error can cause major injury and bike damage, yes you guessed, the infamous drop off. When I whined like a school girl to Scotty about his drop off he said, "easy if you are on line at the top and don't brake going down you will not crash". Hence I will not break a shoulder and give up trials. Unfortunately if I do one of these things then I will get hurt. The next drop off I grizzled about was Shane's on day three. We were not intended to ride down the drop off but to manage a turn on the top of it. Unfortunately for me I was one of the riders who got the turn wrong, thankfully our new French friend caught my bike as I sailed over the drop onto rocks below, so my bike was not wrecked and I was lucky to avoid injury. The section was pulled when Glen and John Regan also had grief here. Shane had not noticed the drop off when he pegged the section.

Moral of the story.

We all need to be vigilant when we peg trials that we make them as safe as possible. Ask yourself what if something goes wrong. What is the escape route? Here is a quote from Jack Shepherd when he was in NZ. "there is no nice way to crash on a drop off".

Over the 42 years I have been riding trials I have seen many riders give up the sport because of dumb sections. At 20 years of age I couldn't understand how old guys in their 40s didn't like drop offs, now in my 60s I know what will drive me away from the sport. Let's all make an effort to think of the consequences of someone making an error. In road racing they look for things that can hurt the rider when things go wrong. We can never eliminate all the risk, that is the fun but we can remove the dumb stuff. Another thing about Kaikoura 3 day. This event has made seventy consecutive years which is pretty impressive. We have always referred to it as Pioneers 3 day trial, but this is really demeaning the event. This event is always organised by Pioneer, but it is because of the dedicated riders from all over the country supporting it that it is still the best event every year. Over 70 riders again this year. One threat it has had I believe was when the North Island was running about 8 championship rounds a year. They soaked up everyone's travel money and reduced the fields at the 3 day. Hopefully all the young people riding have enjoyed the 3 day enough making sure that the event stays strong and I hope I might get to ride another twenty Kaikoura 3 days. I will be good at whining by then. Alan Honeybone



T.E.M.S. (Trials Event Management System)

Club members may or may not be aware that this month saw the introduction of a new Trials scoring system which will also be used at SI Championship Rounds and Kaikoura 3 Day. While existing scoring systems, (Trials Master and SWANS) have been in place and still provide scoring at an event if required, the new Pioneer System aims to provide a much improved service to both the riders and event officials. For those that wish to know the system is based on Microsoft Excel and contains just over 6000 lines of Visual Basic code.

In simple terms the system has two parts, the first allowing the scorer to enter, manage, and print rider scores and a second part which displays this information, on a real-time basis onto a 46" screen. For club days it is not necessary to use the printing options of the first part or the display facilities available in the second part of the system.

The development of this system was spurred on by two factors firstly, the cost of using

Rider Event Card		Event: Nelson Round 1 and 2				Grade:	Expert
Rider No.	Sections	Lap 1	Lap 2	Lap 3	Lap 4		
Day 1	Section 1	5	1	1	0		
	Section 2	1	1	1	0	PLEASE	
Start Time	Section 3	2	2	2	2	CHECK YOUR	
3:00 PM	Section 4	0	5	0	1	SCORES	
	Section 5	1	2	0	0	NOW!	
Finish Time	Section 6	2	2	5	2		
	Section 7	2	2	2	2	FIND ANY	
15:10	Section 8	0	0	0	0	PROBLEMS	
	Section 9	0	1	0	1	TALK TO THE	
	Section 10	0	2	0	0	EVENT	
Total Time	Section 11					OFFICIALS	
00:00	Section 12						
	Lap Clear	10	10	10	8		
	Very Fast						
	Clean	5	3	2	1		
	1st	3	2	3	2		

the SWANS system and secondly the lack of feature available in the Trials Master system.

The new system provides significantly more features in particular in the areas of reports and information provided back to the riders on the day. One new feature are the Rider Event Cards, provided to each rider as soon as the 1st card has been entered for that day.

The emphasis of the development was to provide as much information back to the riders and in a real time basis. The Display part of the system provides all riders with minute by minute information regarding their current position within their Grade, including totals for number of Cleans, 1's, 2's, 3's and 5's, the following shows a typical screen:

Nelson Motorcycle Club												Nelson Round 1		20/02/2015		www.nelsonmcc.com		12:15	
Expert	LAP 1	LAP 2	LAP 3	LAP 4	Total	Cleans	Points	Place	Total '1'	Total '2'	Total '3'	Total '5'	Penalties	Adjust					
31-ALAN MASTERS	15	18	10	8	49	14	20	3rd	13	9	1	1	0						
30-WATT PROSER	22	12	16	14	63	18	18	4th	8	5	6	0	0						
40-WALTER ROOPER	8	8	10	7	33	22	25	5th	13	4	0	0	0						
47-MICHAEL ROOPER	15	18	15	5	43	21	22	2nd	9	4	2	4	0						
52-ALAN CLARK	8	0	0	0	DNF	8	25	0	0	0	0	0	0						
34-ALAN KIRKBY	20	15	5	1	41	13	28	5th	14	4	0	0	0						
43-DAVID TAYLOR	15	12	13	11	41	13	28	5th	14	4	0	0	0						
43-DANIEL CLARK	16	7	4	1	28	13	18	6th	6	1	1	0	0						
38-KEP DOMMES	12	4	0	5	21	28	20	3rd	4	1	7	0	0						
34-STEPH WAINSWORTH	8	0	0	0	DNF	8	22	0	0	0	0	0	0						
37-GARETH WAINSWORTH	20	5	17	8	50	14	13	8th	10	6	0	1	0						
31-MAL BEGGS	15	5	10	4	34	28	16	5th	6	2	3	0	0						
23-DEREK SCOTT	14	8	10	10	42	14	13	8th	10	6	7	2	0						
25-OLGA REGAN	16	14	8	0	38	8	22	4th	7	2	0	0	0						
28-PAUL HALL	8	3	7	12	30	25	18	4th	9	1	5	1	0						
28-PAUL COLE	28	28	25	30	111	7	10	11th	7	4	10	10	0						
34-PAUL COLLIN	17	15	11	11	45	18	15	6th	7	2	0	0	0						
40-STEVEN SMITH	4	4	1	1	10	27	27	2nd	9	6	0	0	0						
33-STEVEN SMITH	6	1	1	1	9	24	25	3rd	9	1	0	1	0						
40-STEPHEN BENTON	16	14	14	13	47	15	12	6th	6	6	7	4	0						
52-METHEW FOTHERGILL	21	21	17	15	64	11	11	10th	4	2	10	8	0						
39-ANDREW BRYCE	20	14	16	16	56	18	15	7th	6	6	6	0	0						
35-DAVID PHOENIX	18	14	16	15	53	7	18	8th	6	6	6	0	0						
35-DAVID PHOENIX	18	14	16	15	53	7	18	8th	6	6	6	0	0						
30-WALTER MORGAN	12	12	16	17	57	16	20	3rd	4	7	9	2	0						
34-BOB COLE	26	25	17	11	79	19	16	4th	3	10	12	4	0						
36-BOB COLE	17	8	15	1	41	17	25	3rd	10	8	1	0	0						
45-BOB KING	11	5	1	1	18	18	24	2nd	9	6	1	0	0						
40-STEP DOMMES	12	4	8	8	32	28	25	3rd	4	1	7	1	0						
37-DANIEL HERBERT	15	17	4	1	37	18	20	3rd	4	3	2	0	0						

Another useful feature seen on this screen is the clock which is initially displayed with a yellow background but with only an hour to go till the end of the trial changes colour to red. The system also displays a rider's total in red, at any time, to inform the rider that there is an issue with the lap ticket just handed in and they should talk to the scorer.

The test of any good system is how quickly the results can be provided to the riders on the day, and subsequently published to the club web site. The following shows a typical page of results which can be printed as soon as the last rider card has been entered.

To conclude, the system is still in its infancy and the author greatly appreciates any feedback from the riders who have seen the system in action. Improvements are being made to improve the ease of use and speed of the system together with improvements in how it displays and prints information.

		NELSON ROUND 1				20/02/2015				Nelson Motorcycle Club					
Gender	Rider	Lap 1		Lap 2		Lap 3		Lap 4		Total Time		Total %		Total %	
		Time	Order	Time	Order	Time	Order	Time	Order	Time	Order	Time	Order	Time	Order
Expert	23-JASON BAKER	13	10	10	9	48	14	20	3rd	13	9	1	3	0	0
	30-MATT FOSTER	22	12	16	14	43	16	18	4th	8	5	5	6	0	0
	46-PETER OLIVER	9	8	10	7	38	22	25	1st	11	4	0	3	0	0
	47-NICHOLAS OLIVER	13	10	15	5	43	21	22	2nd	9	4	2	4	0	0
	52-ARAL CLARK	0	0	0	0	DNF	0	0	0	0	0	0	0	0	0
A Grade	20-CARL ROBSON	10	15	25	5	55	13	20	3rd	14	6	3	4	0	0
	43-DAVID TREWIN	13	12	11	11	47	14	22	2nd	12	7	7	0	0	0
	14-DANIEL CLARK	16	7	6	13	42	13	25	1st	19	5	1	2	0	0
Intermediate	39-STEF DOWNES	12	4	8	5	29	26	20	3rd	6	1	7	0	0	0
	16-BRENDON WADSWORTH	0	0	0	0	DNF	0	0	0	0	0	0	0	0	0
	17-GARETH WADSWORTH	20	9	17	8	54	14	13	6th	10	6	9	1	0	0
	19-NIGL BEVOR	15	5	10	4	34	26	16	5th	6	2	3	3	0	0
	21-DEBBE SCOTT	14	8	16	16	54	14	13	6th	11	6	7	2	0	0
Clubman A	25-JOHN REGAN	16	14	0	0	DNF	8	0	0	0	0	0	0	0	0
	38-DYLAN BALL	8	3	7	12	30	25	18	4th	8	1	5	1	0	0
	28-DYLAN COX	26	26	25	38	115	7	10	11th	3	4	13	13	0	0
	34-PATRICK DILLON	12	11	11	11	45	21	15	6th	7	2	8	2	0	0
	41-GLENN SMITH	4	4	6	9	23	27	22	2nd	6	6	0	1	0	0
	13-STEPHEN OLIVER	6	1	3	3	13	32	25	1st	6	1	0	1	0	0
	49-SHAKE BRIGGS	16	18	14	13	61	15	12	9th	8	6	7	4	0	0
	51-KEITH RUTHVEN	21	21	22	22	86	12	11	10th	6	2	12	8	0	0
	10-TREVOR BENNETT	33	24	19	28	DNF	6	0	0	0	0	0	0	0	0
	11-DAVID ATWOOD	18	24	16	17	75	7	18	4th	11	6	14	2	0	0
Clubman B	22-GEOFF RUSSELL	34	28	22	25	109	8	15	6th	1	3	19	9	0	0
	18-PETER HOSKING	12	12	16	17	57	16	20	3rd	6	7	9	2	0	0
	19-GREG COX	26	21	19	17	83	9	16	5th	4	10	13	4	0	0
	36-EUGENE KING	12	8	13	6	39	17	25	1st	12	8	2	1	0	0
	45-ROD MARY	11	9	9	15	44	18	12	2nd	9	6	6	1	0	0
	40-STEF DOWNES	12	4	8	9	33	26	25	1st	5	1	7	1	0	0
Woman	17-DANIEL HERBERT	13	17	4	3	DNF	21	0	0	0	0	0	0	0	0
	12-COHN KELLAND	17	21	13	24	75	9	15	6th	9	6	13	3	0	0
	15-ROSS BRISTOL	13	1	4	2	20	20	25	1st	7	2	3	0	0	0
	32-PAUL COSTELLO	9	17	12	12	60	14	16	5th	12	2	8	4	0	0
	35-ALAN HONEYBONE	9	16	6	8	39	23	20	3rd	6	4	5	2	0	0

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