



# Megaphone

Newsletter of the Pioneer Motorcycle Club

Summer 2018

## Evan Norriss

Evan passed away on 7 December at the age of 85. In this issue we look back at his achievements and his long involvement with the club.

Neville Hampton also died on 2 January, aged 80. Our condolences to Robin, Ryan and family.

## Karl Clark #1NZ

Karl won the national championship in October, but he had to overcome a back injury to achieve it. Karl talks about his preparation for the event and how the 3 days went on page 6.

## 2018 Nationals

Derek's team has been busy clearing gorse at Living Springs. It's hot, unpleasant work, but necessary for providing access to the sections.

## Dick steps down

After 12 years as convener of the Canterbury classic trials group Dick Gardner has handed over the role to Trev Wiley. Thanks to Dick's efforts the classic group is thriving with 30+ riders regularly attending the monthly events.

## UK visitors

Well known Yorkshire riders Dan Thorpe and Katy Sunter had a four week holiday in NZ this summer. They caught up with Karl in Motueka, went water skiing with Alan and Ross in Cromwell, had a trail ride at Alistair Trewin's farm and then came to Christchurch and rode in our twilight trial at Glenelg Spur on 17 January.



Megaphone is the newsletter of the Pioneer Motorcycle Club Inc.

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## Evan Norriss, 1932-2017

Ev's long association with the club began in the late 1940s. He was president in 1967 and 1971 and rode in club events for over 40 years.

Evan was born in Nelson and grew up on the West Coast where his parents had a dairy farm. The family later moved to Christchurch where Ev attended Shirley intermediate and Papanui High School. After leaving school he was apprenticed as a motorcycle mechanic at Bond & Hockley. His two brothers Brian and Trevor were also interested in bikes and Brian rode at the Aranui speedway track for three seasons.

The first mention of Ev in Pioneer events was in 1949 when he won the novice grade at the Pyramid Valley trial. He was a quick learner and the following year surprised some of the more experienced riders when he won the Kaikoura. More successes followed including a second Kaikoura win in 1953.

In the 1950s Ev also competed in scrambles, road racing and gymkhanas. In 1950 he rode his 125cc BSA Bantam at Cust and won the 3 lap 2 stroke race. Three years later he rode a BSA Gold Star in the senior grand prix and finished in 10th place. He also rode in the senior GP in 1958.



*Ev on the Gold Star in the 1953 senior GP*

In 1953 he was called up for compulsory military training and it was during this period of army service that his hand was crushed in a lorry accident. This put Ev out of action for a while and it may have been the reason why he decided to focus on trials when he was able to ride again.

Around 1964 or 1965 Ev bought a Butler trials bike, which had a 250 cc Villiers Starmaker motor. Riding this machine he won the New Zealand trials championship in 1965/66, 1966/67 and 1967/68. In doing so he became the first rider to win the title three times in consecutive seasons – a feat that has only been achieved by four other riders: Chris Harris, Andy Poad, Warren Laugesen and Jake Whitaker.

At club level he won the Bonnington Cup eight times between 1956 and 1970.

In the 1970s Ev was working for Velvin and Cresswell as a salesman and they had the Yamaha agency in Christchurch. He rode a DT175 trail bike in trials for a couple of years and when the TYs became available he was one of the first riders in New Zealand to get a TY250A. He was also one of the first to get a TY175 when they appeared on the scene in 1976. In the mid 1970s there were often a dozen TYs at club trials largely due to Ev's influence.



In the early 1980s Ev and his nephew Brent Norriss competed in sidechairs on a TY250. Later when the classic trials group started up he became active in that riding a BSA Bantam. Ev also continued to ride at Kaikoura each year. His last K3d, which was his 42nd, was in 1991 and he rode in classic trials until the early 2000s. After retiring from riding he continued to attend AGMs and spectate at greybeards trials up until 2016.



Evan was one of the characters of the trials scene during the fifties through the seventies. Not only a good rider, he was a good mate who always joined in with all the antics and was known to instigate his share of them, that a group of great people, that the trials riders were in those days, got up to. The photo shows Evan during a Kaikoura Trial in the sixties laughing his head off after picking me up out of the water from a tributary of the Hapuku river just below the rail bridge with me still having duck weed hanging off the Barbour suit and from memory still reasonably dry due to the suit and the fact that in those days we rode on the road between sections so the suit would of been still tight enough around the neck and the wrists to stop rain and river water gaining access to the person inside when that rider went for a swim.

**Peter Archer**

My early memories of Evan were of a hugely talented rider and that I couldn't possibly get to his standard, however, I was only 17 at the time!

In later years he rode in the classic events and many of the younger riders would have regarded Ev as an old chap out for a day's fun, without having any inkling of the talented rider he was in his younger days. However my most vivid memory was at one of our classic trials with a section alongside a creek. Evan always smoked, and riding in a section didn't stop him having a fag hanging from his lip. He miscued the line slightly and managed to end up in the creek which was about a metre deep, and he emerged spluttering with the fag still firmly clamped between his lips!

**Dick Gardner**



It was 1966 when I first met Ev. I was picking up a new Yamaha YDS3 from Velvin and Cresswells and Ev ran me over the bike and told me to be very careful as it was a very quick bike and knowing he was a champion I listened to his advice.

Later that year I started moto cross and I did see Ev from time to time, but it was not until I started trials in 1967 that I saw more of him. His riding was always impressive and his ability to find lines that no one else had seen was amazing and it always made putting sections in that much more of a challenge. I will always remember Sheba, Shona and Ev's Alsatian dog following him through the sections often clouded in blue smoke because Ev seemed to run more oil in the fuel than most other riders.

When I started working for Velvin and Cresswell I got to know Ev better and found out what an interesting guy he was. I hardly saw Ev between 1978 and 1997, but when I returned to Christchurch in 1997 we renewed our friendship and during that period I saw quite a lot of him and now he is with beloved Shona, I will miss him and I consider myself very privileged to have known him.

Rest in Peace Ev, you will be missed, but your legacy will live on.

**Kerry Miles**

One thing Evan taught you was when putting in sections you should walk them two or three times, he was the master of finding a loop hole and if there was an easier way of riding it he would. There were a lot of stories about Evan, one Dad told me was after one trial Evan washed the Butler and repainted it and never took it off the trailer!

**Dave Chambers**

*For more information about Evan's life see Christine Thompson's article in Megaphone #2 (2014). Available on the Pioneer website.*

## Prize giving

32 riders and family members had an enjoyable night together at the end of year club dinner and prize giving at the Cashmere Club.



*Christine Thompson received the Whyte Cup for gaining the most championship points for the season in the women's grade.*



*Kahu Jones won the Mitchell Cup for his win in clubman B at the club champs. Kahu also took home two other cups and the BSA shield for best performance on a 125*



*Ross Bristol was the winner of the club's premier trophy: the Bonnington Cup*

Other cup winners were:

The Laurenson Cup	Winner of the expert grade at the club champs	Blake Fox
Intermediate Cup	Winner of the intermediate grade at the club champs	Glenn Smith
Presidents Cup	Winner of the presidents grade for the season	Dick Gardner
Clubman Cup	Winner of the clubman grade at the club champs	Peter Hosking
The Hallie Cup	Winner of the twinshock grade at the club champs	Paul Jackson
The Blandford Cup	Best under 19 rider at the Club champs	Brandon Alexander
The Peter Bennett Cup	Best first year rider in clubman B	Kahu Jones
The France Cup	Most points for the season by a rider under 21	Brandon Alexander
The Big Tree Cup	Most points for the season in the sidecar class	Paul Jackson & Emma McKay
The Knitters Shield	Most fives at the club champs	Simon Jones

A new award for club volunteer of the year was given to Jules Huguenin. Presenting the award, Paul noted that Jules has run several training days and ridden in demonstrations; has joined the committee and has given us a few laughs with his French/English translations; has recently become a kiwi; and is a great guy whose only fault is that he rides a Gas Gas. The Committee had originally intended giving Jules a Budget Motorcycle Spares voucher for \$50, but when Budget heard it was for Jules they added an extra \$50 to it.



**Greybeards Trial**, Weedons Ross Road, 26 November (Section Setters: Tui Scott, Christine Thompson, Peter D, Peter H)

Twenty-nine riders ranging in age from 13 (Kahu) to 76 (Mel) attended this year's trial. The greybeards was originally a day when older members who hadn't ridden for a while could come out and have a go, but nowadays it's become an event where current riders bring out their old bikes. This time there were three Bultacos, two Fantics, a twinshock Monty, four TY175s and two British pre-65s. Sadly Peter Barnett's Greeves had spark problems and didn't make it to the first section, but Brent restored some British pride with a fine ride on the Cub.

Tui Scott was the A-line winner with an impressive -34 points not lost. Iain Davis retained the walking stick finishing just ahead of Roy who last rode in a Greybeards in 2010.



Dave Chambers on his slimline



Paul Jackson on the ex Bas Chambers 4 speed

A Grade	Bonus Points	Adjusted Points	Points Lost	Final Score	Final Place
Tui Scott	36	-36	2	-34	1st
Dave Chambers	30	-30	13	-17	2nd
Brent Downes	33	-16.5	5	-11.5	3rd
Paul Jackson	15	-15	6	-9	4th
Peter Hosking	36	-18	10	-8	5th
Trev Wiley	28	-28	22	-6	6th
Peter Dunn	36	-36	31	-5	7th
Rob McKay	30	-15	10	-5	8th
Steve Fisher	36	-36	34	-2	9th
Shirley McDonald	24	-24	23	-1	10th
Kendall McDonald	12	-12	12	0	11th
Mike Elliott	48	-6	9	3	12th
Dick Gardner	77	-19.25	25	5.75	13th
Keith Brown	26	-26	47	21	14th
Nigel Bunny	10	-10	46	36	15th
Simon Jones	9	-9	89	80	16th
Mel Banks	85	-42.5		DNF	
Christine Thompson	20	-20		DNF	
Tim Bassett	0	0		DNF	

Intermediate	Bonus Points	Adjusted Points	Points Lost	Final Score	Final Place
Derek Scott	20	-20	25	5	
Glenn Smith	15	-15	5	-10	

B Grade	Bonus Points	Adjusted Points	Points Lost	Final Score	Final Place
Iain Davis	48	-3	10	7	1st
Roy Hallie	33	-16.5	25	8.5	2nd
Nicholas Till	39	-39	70	31	3rd
Brigitte Smith	0	0	53	53	4th
Peter Barnett	22	-22		DNF	
Liam Stockman	20	-20		DNF	
Paul Richards	15	-15		DNF	
Kahu Jones	0	0		DNF	

## 2017 New Zealand Moto Trials Championship

*Reprinted from Karl and Debbie's blog: Top of the South Moto Trials News.*

I thought I would let you all know how the New Zealand champs went and a bit of my trials history. It's been over seven weeks now since the champs and it still feels awesome to finally get my childhood dream of being NZ Moto Trials Champion. It was something I had always strived for when I was starting out in trials at the age of 13 years old, riding my first trials bike a TY175 - it was always a goal of mine. I didn't think back then it would come at the age of 40 years old though.

I started competing in national trials in 1993 winning the clubman grade and worked my way up the grades winning intermediate in 1996 and the A grade class in 1997. I then had some time away from the sport before returning in 2001 competing in the A grade class again and moving up to the Expert class, competing in my first NZ champs at that level in 2003. I managed to win the NZ Expert trial which was run on the first day of the three and I finished 3rd overall in the championship. Then came our twin boys in 2004 so this was when I had another break from the sport and didn't return to the expert class until 2008. This was just after we had returned from Italy supporting Jake Whitaker in the youth world championship where he finished 10th overall. I competed in Expert class right through till 2014 finishing in the top 2 or 3 over those years. 2014 was going to be my last NZ championship in expert class due to a lower back-injury I had suffered, a paracentral annular tear in my L5/S1 and L2/3. I was advised by a back specialist to give up trials and I also thought that maybe I had gone as far as I could in the sport and the drive and fun was not the same any more. I was still involved in the sport with training days and I competed in the SSDT in 2015 and 2016 but that was it. This brings us up to 2017 where I still have the same back problem from 2014 but I had a good friend ring me about six weeks out from the champs to tell me that I should give it one more crack. I took a few days to think about it and thought why not give it one last shot. So, the next six weeks was spent on getting bike fit again, riding the bike three times a week. Going from not riding at all to three times a week bought on another injury: golfers elbow and I don't even play golf! So, it was physio twice a week as well. Big thanks to Kapiti Beta for the fresh up of my 2011 Beta. It felt like new when I got it back and I was feeling good leading into Labour weekend.

I and Debbie (my #1 supporter) headed north for the champs. Day one and I'm not going to lie the nerves were definitely there until the first section was out of the way and then I could relax a bit more. Day one was well set out as they did have a lot of rain leading up to the weekend. It was a nice fine day with some talk that it could be wet in the afternoon, so everyone was pushing to complete the three laps of 10 sections before any rain came. No rain came on the day but it did bucket down later that night. I was pretty happy with my riding on day one and the sections rode quite easy so there was no room for error. My first lap was going pretty well till section 9 where we had a decent size 3m bank. I didn't give it enough and came back down from the bank jarring my back. I was looking forward to getting into my second lap as I ride better when I keep warm but I was sitting in second after first lap so I had some catching up to do. My laps for the day were 9, 3 and 2 for a



*In this sequence of photos Murray Mckenzie captured Karl riding the "full gas" section on day one.*

total of 14 and enough to take the win. Matt Foster was riding well and came second on 21 for the day. I was on pain relief for the weekend and it wasn't till later that night I realised I had done some new damage to my lower back from coming back of that bank. But nothing was going to stop me finishing the weekend.

Day two and it was in the Maungakotuks, you either love the terrain or hate it and I love this place. I've ridden there a few times over the years and this was probably my favourite day of the three days. This day was very well set out with some really tasty sections in there and the overnight rain made the sections even more of a challenge. My first lap was pretty solid but I was in second place again after first lap. We had 4 laps of 10 sections and I really enjoy terrain like this with slippery rocks, tree roots and banks because it keeps you honest. I was happy with my riding over the day apart from a silly five on an easy section on my last lap. My laps on the day were 18, 8, 8 & 14 making a total of 48 and the win. This was also the NZ expert day trial. Jules Huguenin was in second place and very consistent on the day having four laps of 15 for a total of 60.

Day 3 was also in the Maungakotuks and yesterday and today's sections I enjoyed the most. Sections that take points without having to have every obstacle massive. There's nothing wrong with a big section in expert as long as it's rideable. There was nothing over the weekend that I wasn't happy to ride. Day 3 was John Lawton's day and he knows how to set a trial. There were no sneaky lines to make the sections easier that I could see, which always means there has been a lot of thought put into them. The nerves were back on the last day at the start because all I'm thinking is that I want to finish the day with no problems. I was very happy with my last day's riding and once I got going I really enjoyed the day as well. My laps on the day were 14, 16, 10 & 11 - a total of 51. Matt Foster came home in second place on 70 points and Stu Lawton was in 3rd place.

Riding back to the pits after section 10 and knowing I was now the 2017 Champion was the best feeling ever as was seeing Debbie at the van who looked as happy as I did. Matt Foster took out second overall and he really impressed me with his riding over the three days. Jules Huguenin was 3rd and Stu Lawton in 4th. All the expert riders kept me on my toes and it was a good three days spent riding alongside them, having a laugh and catching for each other if needed.

This year's event ran very smoothly and the friendly feel in the pits and during the days really topped off the long weekend. One of the best NZ champs I've seen and been a part of for a while. A massive thanks to the Ixion Club and their organisers, the observers, and Ravo from Trials Scores. Also for all the kind words I received over weekend from competitors. Thanks to Blake Fox for giving me a hand and it was good to see you back on a bike. Debbie for her help in the pits and support. John at Kapiti Motorcycles for his ongoing support and over the weekend. All that was left was the prize giving and I knew it was going to be hard for me to speak as it means so much to me, and yes I could hardly get a word out. I am absolutely honoured to now have my name on the NZ Expert trophy next to some of the real legends of the sport like Stefan Merriman, Andrew Poad, Warren Laugesen and Jake Whitaker but the one name that is most important to myself is James Lawton's name, he was my idol when I was a young lad in the sport and I thought he was the Man!

Although I'm still over the moon with the result I haven't touched a trials bike since day three because I have done more damage to my back. It's a bit frustrating because now more than ever I just want to ride but I'm going to have to get my back sorted if I am ever going to come back and ride again. I would love to defend the title in 2018 if it's possible. Thanks to all that have helped me over all my years in the sport. I will still continue to give back to the sport with training like I have always done.

**Karl Clark #1nz**

## FIM WORLD GP TRIALS 2017 - ARCO ROUND 8

*This is the second article in this two part series which describes my experiences at Rounds 7 and 8 of the FIM World Trials GP series for 2017. Once again only a fraction of the photos I recorded have been included.*

Round 8, the final round in the FIM World Trials GP competition for 2017. While Toni Bou has the title in the bag, it still remains for him to try and win this last round. It appeared that the changeable weather had followed us from Sokolov. We had heavy rain from Salzburg over the Ore Mountains to Fusina, however, the weather gods smiled on us and our day walking around Venice and then Verona was hot and sunny. Arriving at Arco, or to give its full name Arco di Trento a town just north of Lake Garda on Friday morning we made our way to the Metzeler Off road Park, which is better known for Motocross than trials. Just



these rounds this year then I certainly recommend getting to the event on the Friday and early as well. The reasons behind this are that you get to see the paddock without the crowds of people, secondly and more importantly if you time it right you get to watch the world's best riders walking and discussing the sections without the pressure of the event, thirdly if you are lucky you may get a selfie with one of the riders, and finally you can scope out the sections and decide where best to stand for those all important photos, and to see which elements of which sections should

provide the best entertainment.

FIM have their own specialist section setting team which travels from round to round clearing and setting out each of the 15 sections. On the event days these same people look after each section, repairing broken tape etc. The sections themselves are interesting in their differences with club or indeed national event sections. While we use red and white tape to denote section boundaries, FIM use white tape exclusively, usually with the FIM logo all over it. The next major difference is the exclusive use of "gates" to denote each section's element rather than riding around a flag or between a flag and the boundary tape. The flags are not in fact flags but rather square cards with different coloured circles or arrows: pink, green, blue and red, to indicate different grades. Pink for the lowest grade and red for the top grade, with a white coloured slot in the centre of each circle, these are held by two steel bars. The start and end of each section consists of a gate made from crossed yellow tape and four wooden stacks with the section number on a card. Blue arrows show the direction between sections that the riders should follow.

Now just a word about scoring, from what I saw I believe the FIM was trying out a new tablet based scoring system during this event. Each section had two or more observers, bused out to the sections in a mini bus and each given a packed lunch, a chief observer who watched and marked the rider, with help of other observers. This chief observer used a single hand to show the number of dabs, using the thumb for the first dab. In addition a large card was held up showing the final score for that rider. This card served two purposes firstly to inform the crowd and secondly to let the card marker see what score to punch out on the riders card, which most had on a lanyard around their neck except Toni Bou who had it inside his boot. The riders score was also entered on a tablet by one of the observers and it appeared that this score was transmitted back to the central scoring office. I believe this is how it worked as it was possible to see live updates on an App that could be downloaded onto your mobile phone. If there were any problems with scoring or sections, or riders the details could be relayed to the race director by the use of VHF radios which chief event marshals all had. The observers wore yellow bibs and the event marshals wore blue bibs each with their role clearly printed on the front and back.

At the start of the day one observer had to take a large fire extinguisher up to each section, and at the end of the day all tape, flags, and wooden stakes were put into a single pile ready for collection and removal.

**Friday** – Broke clear and sunny, and we arrived at the Metzeler Off-road Park, set just below a series of fantastic 400m high granite cliffs. The place certainly is a mega for off road, there being a large number of natural and man made courses. However our interest was in the 15 sections that had been laid out around the edge of these courses and back into the tree line above the centre. The terrain was very different to Sokolov, rock covered, with granite rocks and large boulders, with very little bare earth and no water. We walked around the sections determining where to stand for the best video, and watched Toni Bou and Jamie Busto ride around on some new Honda Factory Thok E-Mountain bikes.

We also took the opportunity to wonder through the paddock and watched the activities of all the factory and private teams setting themselves up for tomorrow. Again the differences between the factory and private teams was plain to see, factory teams had on-site catering, full teams of mechanics working on the bikes, new tyres for each bike etc., however the private teams had the back open to the attached trailer, WD40 in hand, picnic chairs and tables out with someone doing the cooking. One surprise for us was to see a full factory setup for the Norwegian national team. Once again the lack of any real merchandise was annoying and the only real shop was that attached to the park and it catered mainly for Motocross, although it did at least have a Sherco, Honda Repsol, Honda Montesa 4rt, and Honda 300 RR on show, oh and a Sammy Miller MAR Ossa 250cc.



There were 62 riders in total, 17 TrialGP riders, including of course Toni Bou, Fujinami Takahisa, Adam Raga, and Jaime Busto, 15 TrialGP women riders, with Emma Bristow and Ina Wilde, 24 Trial2 riders, and finally 16 Trial2 women riders.

**Saturday** - The day started with heavy rain but that did not deter neither the spectators nor the riders. Bike inspection took place first, testing noise levels, weight and for those bikes that passed, a seal showing the bike had been approved. One interesting thing we noticed was that most of the bikes had to have their CDI control module changed for a standard FIM module, suggesting that the FIM have had the same problems as diesel vehicle testing has had with VW engines. With the rain contained we walked up to one of the three warm up areas all of which had similar granite rocks and larger boulders. The main problem for most riders was the mud carried up onto the rock face and the French Sherco rider Alexandre Ferrer paid a high price, coming off his bike in a spectacular way, fortunately both the rider and bike were ok. Question, how do you tell a factory rider from say a clubman rider?, well skill level of course, on-site catering with attached chef for another, instead of a cheese sandwich, or cheese and mince pie, warmed up if you are lucky on the engine block of your car. No the real evidence comes in the form of a clutch problem, for the clubman rider this means the end of their ride with maybe the added bonus of having to push the bike back to the car park. On the other hand Toni Bou experienced this while practising, so while sitting comfortably on his bike the mechanic stripped, cleaned, refilled it with clutch fluid, reassembled, and finally tested the clutch, all while Toni sat on his bike with another minder holding an umbrella so Toni did not get wet.



The day was laid out as follows: 11:00 to 13:00 Qualification practice, 14:30 Autograph session, 15:00 to 16:30 Qualification, and rider warm up before each of the two qualification sessions.



We walked over to section 15 which was also being used for the time trials and it was at this point in the day that the sun finally showed its face. Toni Bou was the first rider to attempt this and with a large crowd watching did not disappoint them by providing the now expected faultless and at times stylish ride. As the pressure is now off him, as regards the world championship, there were times you could see his obvious enjoyment when for example stopping on the top of a rock doing a wheelie just that little bit

longer than necessary with a big smile on his face. Well the results are in and Toni Bou takes first place in the qualification timings with 25:43 seconds, closely followed by Adam Raga, James Dabill and Jaime (pronounced, "haime" so I am told) Busto on 28:65 seconds. As for the ladies Emma Bristow was pushed into 2nd place, by a second, by Sandra Gomez with a time of 34:70 seconds. Well done to Ina Wilde coming 7th with a time of 43:16.

To finish the day we had a detailed look at the latest offerings from Gas Gas and TRS. Each display showed the base entry model, long ride model, and finally a factory competition model. For what the author's opinion is worth, the TRS came out top for a number of reasons, these being: firstly the build quality like protection for the rear brake reservoir, unlike the Gas Gas reservoir which sat on the side of the frame with a clear fluid level window facing outward. Secondly the Gas Gas radiator, like the older Sherco, had exposed sides, unlike the TRS which had a sturdy frame around the radiator's edges. Thirdly the swing arm had large holes on the inside which were ideal for ingress of mud into the swing arm.

One element which both factory bikes had was a solid rear sprocket with both sides of the sprockets teeth, at the bottom of each tooth, milled down to encourage mud and dirt to be directed away from the chain.



**Sunday** - Well the big day has arrived the very last competition day of the FIM World Trials GP for 2017. As predicted it was heavy rain when we arrived, we walked to a position we had marked out on the Friday between sections 2 and 3. The rain gods must have smiled on us as the moment the first of the lady riders appeared the rain stopped and for the rest of the day it was sunny. Section 2 had a number of difficult rock elements made easier as the day progressed by successive riders clearing the riding line. One element that required particular skill was two rocks set a bike length apart, the first rock was a meter jump onto it and then the rider had to place the bike's front tyre on the next rock while retaining the bike's balance with the back wheel on the rearmost rock. The marking of this section was particularly

strict as fives were handed out for the least if not questionable stop or backward movement.

The day's format was: 8am warm up, start of the trial 9am first rider, 10am last rider, end of lap 1 first rider 11:45, 12:45 last rider. Start of lap 2, first rider 12:05, last rider 13:05, end of lap 2, first rider 14:20, last rider 15:20 with results at 15:45, each lap consisting of 15 sections.

Section 3 consisted of a couple of rock jumps and culminated in a long 100m steep 45 degree hill climb with sharp S bends and for the top riders a jump at the top, only the top 10 riders made it to the top with the large crowd willing them on. We then moved on to section 11 which consisted of a number of rock jumps and one huge boulder 4m high with a metre deep ditch in front it and just before that a half metre high kicker, fantastic to watch the riders all attempt this jump with all of them succeeding. After a quick bite to eat we made our way to sections 12, 13, and 14 all of which were on the side of a hill near to the entrance of the park. All three consisted of large rock jumps, some 4m high, steep up and down accents and descents and two, 13 and 14 finished with a steep hill climb culminating in a 1m rock over which riders had to jump.



It would be reasonable to ask why we did not move from section to section to watch the top riders. This is a fair question, however with such a large crowd your viewing of these riders would have been hampered by firstly the large crowd itself and secondly you would miss seeing all the other grades of riders that had gone before. Viewing at such events is a compromise, we decided to get good positions, close to the action, so moved ahead of the crowd and found the best places from which to watch and video a large cross section of all the riders including of course the top riders. While watching the crowd in general and people within it you feel it resembles a large animal pouncing from one section to the next, often ignoring all those other riders outside the top 10 who struggle and strive to overcome each section. Often there is a rush from section to section, a sea of umbrellas, back packs, cigarettes being smoked furiously, dogs barking, children shouting, and phones ringing. Again for what the author's opinion is worth, stay away from these crowds, do your homework on the Friday scope out the sections and the best places, get ahead of this beast and you will enjoy a front seat show, often within touching distance of all the riders, rather than glimpses of the riders over a sea of heads.

Toni Bou's dominance of the sport continues with his winning this round with a score of 18, Adam Raga 2<sup>nd</sup> with 27, Jamie Busto 3<sup>rd</sup> with 30 and James Dabill a very credible 4<sup>th</sup> with 39. In the woman's results Theresa Bauml won with 18, Emma Bristow came 2<sup>nd</sup> with 22, Sandra Gomez was 3<sup>rd</sup> with 24 and Jess Brown 4<sup>th</sup> again with 24 points. Ina Wilde had a difficult day only managing 7<sup>th</sup> place with 49 but still a great effort on her part. There was no surprise with Toni Bou taking his 11<sup>th</sup> world championship, however in the Woman's GP Emma Bristol had to accept 2<sup>nd</sup> place to Theresa Bauml. However Emma Bristol took the 2017 championship with a total 77 points, Sandra Gomez 2<sup>nd</sup> with 62, Theresa Bauml 3<sup>rd</sup> with 57, and Ina Wilde with 43 came 5<sup>th</sup>.



The latest news, at the time of writing, is that Toni Bou has decided to extend his contract with Honda for another 4 years to 2021. The 22 times world champion certainly makes the Honda Repsol bike dance and glide effortlessly through some of the most difficult and challenging indoor and outdoor sections, a great pleasure to watch.

The show as they say must go on and while the curtain has come down on the 2017 FIM trials GP season, it continues for another week with the Trials De Nations on the 23<sup>rd</sup> and 24<sup>th</sup> of September at Pontevedra in Spain, the author's best wishes to all those involved. We must also leave the FIM trials and continue on our way via Switzerland, Liechtenstein, Austria, Germany, and finally Hong Kong back to NZ where we will again ride our bikes hoping at least in part that some of that Toni Bou magic has rubbed off.

To conclude, it was a pleasure to watch such talent and determination to win or at least overcome some of the extreme elements of the various sections. The changeable weather made for some slippery conditions that tested all riders, and one of my lasting impressions was of the sheer effort and skill it takes a rider to climb a 50 degree slope and overcome muddy conditions to stay on the pegs, and finally make it to the top. This impression could only be exceeded by the "I don't believe he is going to scale that rock face!" which I kept saying while watching the likes of Toni Bou, Adam Raga and others effortlessly climb 3m plus moss covered rocks.

**Christine Thompson**

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**Coming events** – venues to be confirmed, check the Pioneer website for updates.

Summer series:

- 11 February: Round 2 Motonau (tbc)
- 25 February: Round 3 Western Valley (tbc)
- 11 March: Round 4 Hurunui Bluffs (tbc)

## **Omissions**

Sorry there is no report of the club champs in this issue and apologies to those who received Kaikoura cups at the prize giving. I ran out of space to include the full list of cup winners – ed.

## **Acknowledgements**

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