



# Megaphone

## Newsletter of the Pioneer MCC

*Autumn 2020*

### **Covid-19**

Our events are currently on hold as we wait for the lockdown period to end and hear what will be allowed when we move to level 3. Overseas the SSDT has been cancelled because of the pandemic, and the first three rounds of the World Trials GP have been postponed. In Australia the annual Glenmaggie 2 day trial was cancelled and here the South Island and North Island Championship rounds 1 & 2 were also cancelled.

### **A message from Toni**

"I especially want to thank the health workers and other professionals who are working so hard and battling for all of us. We have the easiest job and all we have to do is to stay at home to get through this difficult time" - Toni Bou, 28/3/20.

### **Website**

We are working on updating the website and giving it a new look.

### **Club prize giving**

The prize giving was held at Alan and Isabel's house in Cass Bay on Saturday 25 January and was enjoyed by all who attended. Catering was by Canterbury

Country Spit Roast and Ross and Jenny provided dessert. The night was warm, the view of the harbor was stunning and social distancing was far from our minds.

### **Thea Stones**

Congratulations to Josh and Jeni on the birth of their daughter Thea in February.

Congratulations also to Jules and Carolyn who were married on 23 March. They had to change the date at short notice so they could marry before the lockdown started.

### **Trials Australia podcast**

This podcast series which is produced by David Grice has some great interviews with Australian trials riders such as Kyle Middleton. David has now started talking to overseas riders and in the latest episodes he has interviewed Dan Thorpe and had a chat with Dan and Jack Peace. It's available through the Trials Australia website or podcast apps such as Apple and Google.

### **In this issue**

- \* Interviews: Tui and Paul Mountstevens
- \* Do you know the trials rules?
- \* AGM

## 20th anniversary JRL



The JRL was a great weekend by all accounts, even though Glenn's tent wasn't as watertight as he had promised it would be. Some of the Pioneer contingent are in the photo above.

## AGM

13 members attended the AGM and there were 5 apologies.

The new committee is:

**Patron:** Peter McDonald

**President:** Tui Scott

**Vice President:** Josh Stones

**Treasurer:** Ross Bristol

**Secretary:** Peter Hosking

**Club Captain:** Derek Scott

**Committee:** Alan Honeybone, Christine Thompson, Jules Huguenin, Kahu Jones, Mike Elliott, Patrick Hall, Peter Dunn, Shane Brons, Simon Jones.

The secretarial work will be shared by Derek who will deal with MNZ (permits and officials) and Peter H who will look after non-MNZ matters. Jules will still be helping to improve our communications (Facebook, Mailchimp, website, etc.).

In general business there was discussion about the club colours and logo, and the club membership fee.

Decisions made were:

- The club colours will be changed in the constitution to red, black and white to reflect the Canterbury base of our club.
- The club membership subscription will be increased from \$35 to \$40 for 2021. This is because we are charged a fee for credit card payments so we need to cover this.
- A new logo will be chosen this year and presented for approval at the 2021 AGM.

Tui thanked Josh and Jules for their very good work and efforts over the past two years. Some of the things that they have initiated include regular 'Have a go' days, buying an electric bike for juniors and trying to get more young riders into the club, and using Facebook to promote our events.

## **Tui Scott**

*Now that Tui has taken on the job of president for the next couple of years it seemed like a good time to ask him a few questions –ed.*

### **Tui, you started riding trials in 2015. Did you ride motorcycles when you were younger?**

I started riding motorcycles when I was still at high school, I bought an English trailbike that someone had made which was powered by a 197 Villiers engine. It was hotted up to the point where it kept leaving the flywheel behind when you opened the throttle due to a lack of a key in the crankshaft. A motorcycle was my sole mode of transport for the next 10 years, starting with a new Honda CB350 K2 when I began my aircraft engineering apprenticeship at Airwork. A three day ride with the Pioneer club in 1974 up through the middle of the South Island with people like Ted Wharnsby and Eric Woods was one to remember. One of the first XL350s was next which I took on a few trail rides with Ted and others. I didn't know until a couple of years ago that Ted rode trials and won the Kaikoura 3 day in 1970 (the K3d is the highlight of the year for me). When he was made foreman at Airwork, I jokingly called him a 'jumped up pommie cabinet maker' which he didn't seem to take in the spirit of which it was said.

### **Have you been involved in other sports?**

My main sport has been centreboard racing (sailing). I learnt to sail at Purau in sabots and moths, raced ok dinghies in England and tornados (20 ft Olympic class cats) in Europe. Some of the highlights being in 1988: coming 25th out of 108 tornados at Kiel week in Germany; leading the world championship fleet around the first two marks in the first race; and finishing 2nd in the NZ champs, the year that Rex Sellers and Chris Timms won the silver medal at the Seoul Olympics.



### **Why did you decide to start riding trials?**

When I lived in Purau as a child the Hosking brothers' parents had a batch opposite our house and I used to go and watch them and others riding up the valley and always wanted to have a go. So at 60 I thought it's now or never and who should I run into at the first classics trial that I went to? It was Peter pretty much looking the same as I remember. Trials riding is like sailing it's not until you clean a section after deciding to go a certain way through it, or tack on a wind shift that puts you 100m ahead of the opposition that you really start to get it.

### **How long have you been running your business Optimum Engineering? And how did you get into structural steel work?**

Optimum Engineering was started to make the yacht fittings, etc. for Ian Franklin's yachts in the early 80s and later on moved into structural steel as less people were building their own boats.

### **Last year you rode in Tasmania. What did you think of the Australian scene?**

Riding in Tasmania last year was great with everyone so accommodating and friendly. I must say of all the sports I have had anything to do with trials riders are the most friendly and sporting.

### **How have you been getting on during the lockdown?**

The lockdown is going really well, getting through my list of projects at a good rate. I was hoping to make a video at the end about what I could do on a trials bike that I couldn't at the beginning, so far it's only going to be about 5 seconds long.



In 1975 Tui rode in some motocross events on a Suzuki RM125. In the lineup on the start line he is no. 596.

## Sump plates

I've been thinking about improving the sump guards on my trials bikes. They are too thin and bent up, probably caused by lack of skill going over stuff. I'm sure all riders have this problem at times. So to improve the design of the factory item we have a CAD design on the computer at present that can be used for all modern brand bikes. It is modelled on the CSP flat bottom guard with wedge paws attached to the bottom of the sump which are removable (shown in the middle photo below). The guard is to be 6 mm and water jet cut to size and pressed to fit the bike and will have an extended length to protect the dog bone link. This extra length could be of a flexible material or not (to be decided). I'm going to build three or four. I'm asking if riders are interested in the idea to place an order.

To give an idea of the cost, in the UK, the guard and wedge paws cost £230 plus postage to NZ which is approx. NZ\$470 plus postage. To supply 10 built in Christchurch would be \$365 each approximately. Let me know your thoughts.

I have now ordered two sumps to try out on the new Repsol Montesa. Because of the lockdown I understand that the 6mm plate has been water jet cut but not bent to shape, so we have to wait until NZ gets to level 3 and business starts up again. I'm very interested to try them and see how the paws work on gripping logs, rock, etc.

**Peter Dunn**



## Mailchimp

We have been sending some emails with links to videos during the lockdown. We are using Mailchimp for this. If you haven't received the emails they may be in your spam or junk email folder so try looking in there. We are using Mailchimp because it's a better way for us to manage our email list of members and supporters and to keep it up to date.



## Paul Mountstevens

*Since riding in his first Pioneer trial in November, Paul has been impressing us with what he can do on a TY175. Paul has ridden in five SSDTs and won two first class awards. I thought it would be interesting to find out some more about his trials career, and Paul agreed to answer some questions – ed.*

### **Where did you live in the UK?**

I was born in Bristol (South West of England) in 1970, which has a population around 580,000.

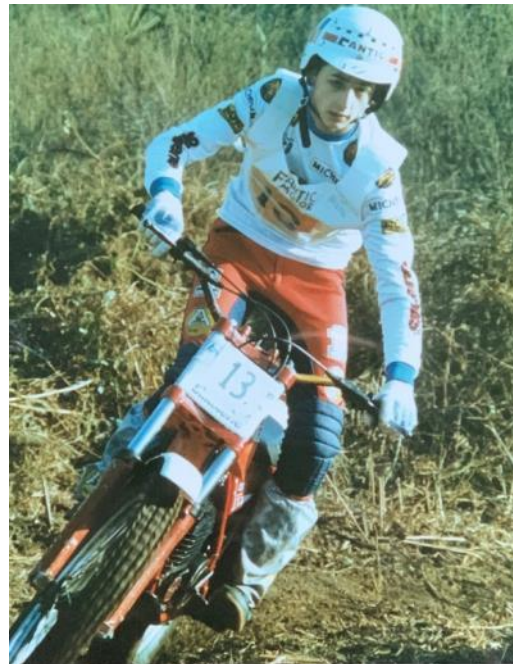
### **How old were you when you started riding trials, what was your first bike and what are your accomplishments in Trials riding?**

I stated riding motorcycles from the age of six, basically as soon as I could reach the foot pegs on my father's 349 Montesa, I couldn't actually reach the ground, but that didn't stop me, my father used to hold the bike for me to start and when I wanted to finish I rode back to him and he would basically stand legs apart and I rode straight at him and he stopped me by grabbing the clutch and front brake!

My father was very involved in the Bristol Motor Cycle Club for trials and motocross events, from the age 6 I was helping mark out events. I was bought my first trials bike at age 10, a TY80 Whitehawk, it was basically a TY80 engine in a larger frame and wheels. I did a few schoolboy trials but not many as these were not very popular and my father's events were most weekends, and I was not eligible as still a schoolboy. I progressed to a TY175 with a Sammy Miller frame and tank/seat unit, but we never managed to get the best from the bike plus I was only riding a few events a year as I was still under 16.



*Paul, at age 13 on his TY80*



*17 years old, competing in a time trial*

A popular format of trials was 'Time Trials', these were very popular in the Southwest of England, this is an event that runs for 60 minutes around a 2-2.5km course with just 6 observed sections. The object is to complete as many laps in 60 minutes for the fastest rider,

the rest of the entry (approx. 40 riders) had an additional 10 minutes to complete the same number of laps to be classified, basically a mini Scott trial. As soon as I turned 16, I bought a Fantic 125 Professional and competed in the Time Trials, these events ran most weekends, I focused on these events and became Wessex Centre Champion in my second year of competing on a 125 Fantic, the smallest engine in the entire entry.

My father and I both bought secondhand TY250 Mono's each in 1988, whilst I still competed regularly in time trials events, I also started riding the more traditional trials events and started competing further afield in National events.

In 1988 I competed in my first Scottish 6 day, the objective for the first time was to just to finish which I managed on the first attempt. From there I started travelling regularly around the UK competing in Nationals. I rode another two more Scottish 6 days (1989 & 1990) on the same TY250 Mono which was now a 270cc big bore with Talon front brake disc conversion. In late 1990 I bought my first brand new TY250 pinkie c/w 'Mick Andrew' modifications to engine and exhaust. Whilst this was basically the most competitive Yamaha you could purchase; you were now competing against the Betas, Gas Gas and Aprillas which compared to the air cooled TY250 were miles ahead in technology.

I did my final Scottish in 1981 on the pinkie and managed a first-class award, my best result 85th out of a field of nearly 400. Later that year I entered the Scott, this is without doubt the hardest event I ever competed in, approx. 60 sections on a 150km course (all off road), you ride without sighting any of the sections, despite they were predominantly straight up a rocky stream bed or rocky hill climb. They were generally A+ (local) severity, plus it was against the clock. I had

some very dark moments during the event but I managed to finish on my first attempt which was good enough for me, there are plenty of riders that fail to finish within the allotted time.

That was effectively my last major event and I sold my trials bike 5 months later, as other things took priority. I did the traditional thing and became married at 22 to my darling wife (now 27 years) bought a house and then started a family.

In 1997, I managed to talk my wife into letting me do road racing, bought a CBR 600 F2 track bike, then progressed to a Yamaha R6 and did the last couple of years on a Pro-Stock GSXR1000 K3, managed reasonable results at club level, even entered a few nationals, however got smoked in the dry but I was reasonably competitive in the wet which I put down to trials riding - it was all about throttle control! Managed Road Racing for 7 years but



*At Laggan Locks in the 1989 SSDT*





*On the GSXR 1000 in 2003*

eventually gave it up for both financial reasons and the fact I had more home/work related responsibilities.

On my 40<sup>th</sup> Birthday I had a mad idea of riding the Scottish 6 day for the 5th time, I bought a brand-new Beta in 2011 and rode a few local trials and thought I am reasonably fit, another Scottish can't be that hard. How wrong I was, not only was I not bike

fit, my actual ability was a long way from what I thought. Your mind does

not age as fast as your body or ability does, I fell off on day one, which I had never managed to do on my four previous Scottish rides. Whilst a number of sections had not changed and I was on technology 20 years on from when I last rode, the event was grueling. I was counting the days down to end, which I did to finish my 5th Scottish. I returned home and sold the Beta straight away and never touched another bike again.

In 2012 the UK was still in recession and we (the family) made the bold decision to move to NZ in 2013, so we sold up everything in the UK, sent our belongings on a boat and bought a one way ticket to Christchurch to assist in the re-build. It's worth noting we had never actually been to New Zealand, but we just chose New Zealand due to the country being English speaking, the education system was similar and you drove on the left, how different can it be??

What was initially a 2-year OE for me and the family, 7 years on we are still here, NZ citizens and enjoying life.

### **How did you get into trials in Canterbury?**

I met Peter Barnett through work and we were talking and I mentioned trials riding, with that Peter suggested I come and have a look at a local classic trial. Peter managed to persuade me with an offer to ride on Lynette's TY175 to which I eventually agreed to and the rest you all know about. I am really enjoying the events and appreciate what a friendly bunch you really are.

### **Any plans to buy a modern bike?**

I am enjoying the TY175 and the class I am competing at, whilst I do have aspirations of buying a modern trials bike, unfortunately as I type this during our Covid-19 lock down this does not really sit high on the list of priorities.

Finally thank you for all you help and assistance, I am now unfortunately wishing my weeks away until I can get back out on my bike!



## Club trials

The new year began with a couple of warm up twilight trials, the first at Glenelg Spur and the second at the Waimak trials park.

### Glenelg Spur - 15 January (section setter Derek)

Expert		Intermediate	
Derek Scott	56	Paul Mountstevens	14
		John Regan	14
<b>Clubman A</b>		Ross Bristol	15
Steve Fisher	37	Shane Brons	24
Peter Dunn	nc	Alan Honeybone	29
		Willie Ahomiro	31
<b>Clubman B</b>		Tui Scott	32
Dick Gardner	11	Ian Springer	37
Ben Allwright	26	Simon Hopkins	44
Christine Thompson	nc	Ashley Duncan	54
Shane Hubbard	nc	Hamish Barnett	nc
Evie Hubbard	nc	Peter Hosking	nc



Simon Hopkins

### Waimak Trials Park - 12 February (section setter Ross)

Expert		Intermediate	
Shane Brons	71	Paul Mountstevens	10
<b>Clubman A</b>		Ross Bristol	10
Craig Cuff	9	Paul Jackson	40
Steve Fisher	31	Kahu Jones	49
Gareth Gore	37	Simon Jones	59
<b>Clubman B</b>		Tui Scott	64
Shane Hubbard	9		
Charlie Cuff	31		
Evie Hubbard	52		



Charlie Cuff

## Living Springs - 26 January (Section setters: Josh, Tui, Hamish, Ian Springer)

The Living Springs trial was a great way to start the year. The weather was pleasant for once and the sun was shining over the property. The sections were a good mix of simple and technical with the addition of some muddy creeks. From my perspective, the sections had a good variety and everybody loved them apart from the exception of Alan Honeybone with his spectacular crash costing him a five and a very wet behind. Overall it was a fun and exciting day that I believe everyone enjoyed.

### Kahu Jones



Al crosses the ditch in section 3, looking good and still dry at this point.



Dave on the ex-Jason Baker Sherco in section 8

### Expert

Derek Scott 80

### Clubman A

Dave Chambers 6

Christine Thompson 8

Gareth Gore 13

Nigel Bunny 17

Chris Pascoe 18

Peter Dunn 20

Steve Fisher 21

### President

Rob Mackay 14

### Intermediate

Kendall McDonald 5

Paul Jackson 11

John Regan 15

Shane Brons 18

Ross Bristol 20

Kahu Jones 28

Ashley Duncan 28

Hamish Barnett 30

Alan Honeybone 30

Tui Scott 43

Ian Springer 43

Peter Hosking 43

Simon Jones 62

### Clubman B

Dick Gardner 2

Shane Hubbard 14

Mike Kelly 43

Evie Hubbard 60

Charlie Cuff nc

## Summer series round 1, Puaha Valley - 16 February (section setters Shane, Paul Mountstevens, Ross, Simon Jones)

The 2020 summer series began with the first round at Puaha Valley. There was some hot weather during the week before the trial and it looked like there could be a fire risk, but the day was coolish and there was some drizzle so it wasn't a problem. Shane, Paul M and Ross had set some new sections and included a couple of old favourites, and Simon set some separate junior sections for Evie and Hine to ride.

Derek and Shane started off in Expert but after a lap Shane dropped back to Intermediate. His total of 63 includes the first lap of expert sections. Simon H had lent his bike to newcomer, Mark Fechny to ride, so he was riding Jules' Gas Gas. The other Simon (Jonesy) was having a magic day and had his best result in inters so far. Kahu, on the other hand was having a few problems getting used to his bike having upped the gearing for the trial and he dropped a few more points than he normally would have.

In Clubman A, Gareth led the field this time. Dave was second and Steve who has recently acquired Liam Falconer's Sherco, third.

In mini, Evie and Hine both had zero scores and were first equal.

Expert		Clubman A		Clubman B	
Derek Scott	69	Gareth Gore	8	Mike Kelly	37
		Dave Chambers	18	Mark Fechny	dnf
Intermediate		Steve Fisher	27	Shane Hubbard	nc
Paul Mountstevens	10	Christine Thompson	38		
Simon Jones	26	Peter Dunn	43		
Tui Scott	31	Peter Barnett	44		
Kendall McDonald	32	Chris Pascoe	73	Mini	
Hamish Barnett	46			Evie Hubbard	0
Simon Hopkins	48	President		Hine Jones	0
Peter Hosking	51	Rob Mackay	dnf		
Ian Springer	54				
Kahu Jones	61				
Shane Brons	63				

## Summer series round 2, Hurunui Bluffs - 8 March (section setters: John R, Simon and Kahu)

A fantastic day awaited everyone for the Round 2 of the Summer Series on 8th March. 10 sections as is the norm but we managed to eke out 4 new ones with 3 of those in the small wood lot just by the car park. It was Section 5 in here which was to become 'THE' section of the day. What started out as a fairly ordinary looking hill for Inters and Experts turned into an almost bottomless climb of round stones and sand, after about the third rider through on lap one. Still, it was something to look forward to each lap. Sections 1 and 2 were variations on previous years depending on whether we go clockwise or anti-clockwise around the



woods. A bit of tight parking between 2 and 3 was coped with all day. Section 4 had a tricky little turn at the end which didn't really require a dab but I thought I would oblige each lap ... and then the aforementioned section 5 which I think in future might be used with a straight climb due to its bottomless characteristics.

From 5 a bit of a run up through the property, past the bee hives to 6 and 7 which again were variations of previous years. There must have been some water through the place since last year as the usual down and back section in the creek had some sizeable obstructions in it. I have to say that Stu the farmer has done a great job clearing the undergrowth in the lower sections of the creek where it starts to widen. It would be good terrain for a practice day but we really couldn't get the lower grades in or out. Well, getting in was okay.....if you get my drift. Section 8 was on the farm track and we went down the hill to finish the section that we went up to start the section last year. It occurred to me on my first descent that that hill was actually quite steep.....oh well, all character building stuff.

Section 9 was a new one and Experts had a particularly nasty top turn in some quite loose material. I'm sure I heard Scotty squeal like a girl on one of the early laps.....but they nailed it no sweat after a couple of laps. I blame Kahu entirely for putting that turn in. And of course Section 10 was the two big ugly pine trees and their associated knarly roots. You just have to use them.....

All in all, everyone seemed happy at the end. A de-brief in the Waikari and I'm not sure that the barman was used to such numbers in his pub.....

A big thanks to Stu and Jo Fraser for the use of their property. Also to Simon and Kahu Jones for helping me set the sections on Saturday. Plus an extra thanks to Simon for also putting in 6 sections for the mini bikes.

Now that the zombie apocalypse is upon us, use the time to get those bikes spic and span and running sweet. Take care all, stay safe and see you on the flip side.

**John R**



Knees bent, head up and looking well ahead. Hine is learning very quickly.



Geoff on his very smart looking new TRS.

<b>Expert</b>		<b>Clubman A</b>		<b>Mini</b>	
Glenn Smith	48	Steve Fisher	15	Hine Jones	0
Derek Scott	76	Geoff Blokland	16	Isobel Hopkins	18
		Gareth Gore	17	Leo Hopkins	34
<b>Intermediate</b>		Dave Chambers	20		
Ross Bristol	20	Nigel Bunny	25		
John Regan	24	Shirley McDonald	39		
Shane Brons	30	Christine Thompson	39		
Kendall McDonald	31	Chris Pascoe	46		
Alan Honeybone	36	Peter Barnett	51		
Hamish Barnett	41				
Simon Hopkins	43	<b>President</b>			
Ian Springer	47	Rob Mackay	29		
Kahu Jones	69				
Simon Jones	78	<b>Clubman B</b>			
Brent Downes	nc	Dick Gardner	8		
Tui Scott	dnf				
Paul Mountstevens	dns				

## Club trials gear

The committee has been discussing a club trials suit and we have decided on the colours: red, black and white – which is why we are changing the colours in the constitution. Next step is to finalise the new logo and then we will be ready to go ahead with an order.

## Brent Norriss

Brent, who was Evan's nephew, died in February when he was hit by a car while cycling on the Hutt Road. Brent rode a TY250 in club trials in the mid-1970s and was Ev's side chair swinger in the 1980s. He was well regarded in the electricity industry, and was the principal engineer for the Commerce Commission.

## Interpretation of trials rules

We have rules and a marking system in trials so that we are all competing on a level playing field. In the days when we had observers at every section each rider would confirm the section boundaries with the observer if they thought they may be being a bit optimistic. Somehow you very quickly became aware of what you are supposed to do. There was no such thing as the Kaikoura turn, or someone crashing their brains out laying on their side calling out 'I am still on a one'.

I think it is time that we all read the rules of trials, understand them and operate in the same manner. The reason I am writing this is after riding the Hurunui trial and watching the lines some people were taking, and listening to people like Brent, who told me he doesn't hand his card in anymore as the scores that are handed in no way reflect how someone has ridden. I think it is time we fix the issue. Here are a few problems I can see.

**Pegs.** As organisers we try to peg interesting sections with the minimum number of pegs. The way to interpret pegs is if they are in a straight line then the section boundary is a straight line between them. If the pegs are indicating a turn then the boundary is as if you have laid a flexi curve around the pegs. If you go outside this curve or the straight line boundary you have just scored a five. It is only a friendly trial so score a five, if you score yourself less you are cheating on your mates.

**Loss of control.** The rules of trials state that a five is scored for a loss of control. Yes it also states that if the handle bars hit the ground you have also scored a five. How often do you see someone take a tumble, their knee, hips elbow and shoulder may be on the ground and the rider gets up and claims a one because supposedly their handle bars did not touch the ground. Let's be generous and say that the intent of the rules is that a crash is not a five, then by the other rules in the rule book, you get one when your boot touches the ground, another one when your knee touches, by the time your hips and elbow are on the ground you have well scored your three. A crash is a five. If you take less you are making our sport look ridiculous. I have had a few people I used to ride trials with come out to watch and laugh that for some people it is impossible to get a five. They think that the variations in scoring have destroyed our sport.



The **big lean** is another that irritates me. When you are going through a tight spot and use your elbow or shoulder against a tree or bank to balance you have just scored yourself a point, if you claim a clean, again you have ripped off your mates. There is a variation to this



one. That is if you have your foot on the pegs and use your boot to provide balance you have still footed. Honest riders put the score down as a one, claiming a clean is stretching friendship a bit.

**Hands off the handlebars.** You can take your hand off the handlebars while you are moving for no penalty. When you are stationary you have just picked up a five. Yes some people like Glen, Scotty and Shane do take a five for this.

**Going backwards.** When I am observing I am usually fairly lenient. I will allow a small rock backwards. If you slide back off a rock or bank and then have another crack you have a five. If you are going up a nice cambered turn and the bike moves back a half metre or more, just take your five. You may not win the day but people will think more highly of you.

Peter Hosking tells me his gripe is the dab on a tight uphill turn where the bike is pulled backwards to get it in a position to go around the turn, yet a one is claimed.

Don't forget the old **moving the feet** rule. Yes still in the book but rarely obeyed. This used to be closely watched by the likes of Ev Norriss and if your foot moved on a rock or muddy surface you were given your three points. Us shorties seem to fare badly with this rule as for me just getting the foot to ground is often a big enough challenge. I do pick up a lot of threes for this at mark yourself trials but not at nationals.



Is Phil leaning on the tree? Hard to say but it would be a point if he was.



Is Tom using his feet here? Possibly.

Sections must be ridden in numerical order, if not 20 penalty points have been earnt. I don't mind when someone has missed a section by genuine mistake, but to ride out of order to speed up your day or avoid commuting is against the rules. If you don't like the rule submit a rule change.

There is another obscure rule that I have never seen penalised, and I think it only came in when Jim rewrote the rules. If you are stationary with a foot on the ground and move your bike sideways you have just picked up a five. I am not sure if this rule should be in the book or not, I think it must be made by someone of my height who cannot get much gain out of footing and trying to lift the bike around. I assume it is to stop people basically walking their bike sideways up a hill using brute strength not technique. I doubt if anyone is even aware of the rule. If we don't obey it should we remove it from the rules. It is in the British rules.

When we are at championship events and have observers, often the observers have no idea what trials even is. I think it is up to the rider to be honest and teach them the proper way to observe. I have been at an event with a new observer and when I crashed the observer said that's a one. When I explained why it was a five he said the previous rider who crashed the same had convinced him it was only a one as the handle bars had not touched the ground.

Some people think it is a skill to be able to intimidate the observer into a lesser score, luckily we don't see those people much now and we do have people like Mike Elliott who is very good at explaining why they are wrong and what they should do.

Who is keen for us all to learn the rules and obey them?

**Alan Honeybone**

## **Robin's sportsmanship**

In April 1967 the South Island Championship was held at Pyramid Valley. It was a one day event and when the results were announced Robin Milner had lost 13 points and was the winner, Vic Rush was second on 14 pts, and Robert Rush was third on 18. It was the first time Robin had won a trial of any type so it had been a very good day for him.

Robin was the club captain and he took the observers score sheets home after the trial. Later in the evening when he was looking at the marks lost in each section he noticed that there was a five that had been missed when his points were added up. He phoned Alex Ormandy who was the CoC that day and told him about this and after Alex had consulted with other committee members it was decided that the results should be amended, so Vic became the winner, and Robin was relegated to second equal with Robert.

Before this had been decided, however, the results had been phoned through to the *Press* (in those days the newspapers used to cover local sport) and the next morning there was an article in the *Press* about Robin's win.

Back then the *Star* was also a daily newspaper, so there was time to correct the results for their evening edition. The report in the *Star* had the headline "Loses S.I. title through honesty". The news story explained what had happened and there was also a photo of Robin which had been taken at his workplace that afternoon. When he was asked how he felt



about what had happened Robin said "naturally I was disappointed, but it was the only thing I could do. I want to win a title fairly or not at all."

## LOSES S.I. TITLE THROUGH HONESTY

**R**OBIN MILNER, of Christchurch, won the South Island motor-cycle trial championship near Amberley on Sunday — and then last night disqualified himself from claiming the most important victory of his career.

Milner, who is one of the rising stars in the trial field, rode with distinction in the event, held in the Waipara riverbed, and was declared the winner at the end of the day. Proudly he went home with a first-class title win on his new Triumph Cub to his credit.

Before he left, he was given the official result sheets to take to the next meeting as an official of the governing club, Pioneer.

At his home he decided to check his performance, observed section by section, in an

### Mistake

He rang the clerk of the meeting, Mr Alex Ormandy, and disclosed the discrepancy. After committee members had checked the sheets, it was established that there had indeed been a mistake.

There was nothing else for it but to alter the placings.

Through Milner's honesty, he lost the title, and it was awarded instead to Vic Rush, doyen of Christchurch riders.

"Naturally I was disappointed, but it was the only thing I could do," said Milner to-day. "I want to win a title fairly, or not at all."

Perhaps Milner will get his just reward when he competes in the two-day national championship meeting in Canterbury next month.

Meanwhile, officials have been high in their praise of Milner's sportsmanship.

The readjusted placings now are:

South Island Motor-cycle Championship Trial — Vic Rush, James Special, 14 points lost, 1; Robin Milner, Triumph, 18, Robert Rush, 18, equal 2; Evan Norris, Butler, 23, 4; Peter Archer, Greeves, 27, 5.



Robin Milner at work to-day.









There was a happy ending though because a few weeks later Robin won the Kaikoura 3 day trial on his Triumph Cub. Maybe it was karma ...



Robin in a bit of strife in a muddy section at Pyramid Valley (Claremont). This photo was probably taken at the New Zealand Championship in May 1967.



## Bikes, parts, clothing, etc.

 <p>Montesa, Scorpa, Sherco, TRS          Contact: Brendon Wadsworth          027 230 3151 03 579 2500  <a href="mailto:scorpa@trials.co.nz">scorpa@trials.co.nz</a></p>	<p><b>SPANISH TRIAL NZ LTD</b></p>   <p>Contact: Kevin Pinfold          021 031 9897  <a href="mailto:kpatrials@xtra.co.nz">kpatrials@xtra.co.nz</a></p>
 <p><b>Beta</b>          MOTORCYCLE TRIALS          KAPITI MOTORCYCLES LIMITED          NEW ZEALAND</p> <p>Contact: John Lawton          ph. 04 297 0240  <a href="mailto:NZTrials@xtra.co.nz">NZTrials@xtra.co.nz</a></p>	  <p>10% discount for PMCC members          on trials related products.          Contact Dennis or Sam          ph. 377 1881</p>
 <p><b>Suspension &amp; 2 Stroke Experts</b></p> <p>Contact Linton          Ph. 03 389 0080  <a href="mailto:Dirtactionservices@gmail.com">Dirtactionservices@gmail.com</a></p>	<p><b>Trials photos on Flickr</b></p> <p>nzpeterb  <a href="http://www.flickr.com/photos/nzpeterb">www.flickr.com/photos/nzpeterb</a></p> 

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**Next events** – We will be updating members about future events when the situation becomes clearer.

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

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