



Megaphone

Newsletter of the Pioneer MCC

Summer 2020

Happy New Year and decade

The 2020 club calendar is now on the website and there is a lot to look forward to, starting with a club trial in January and the summer series in February-March. Later in the year we have the New Zealand Championship in Christchurch.

Pioneer at the A&P Show



Pioneer was invited to give a demo at the enduro cross on Friday at the show. Jane Whitaker took this awesome photo of Jules riding a stump, with Josh minding. More photos on p. 8.

South Island champs

There will be 3 rounds this year in Alexandra, Kaikoura and Christchurch. The final round will held in conjunction with the nationals at Labour weekend. It's hoped that this will make it easier for North Island riders to ride in a couple of the rounds (Kaikoura and Christchurch) and some may be able to do the full series.

Mailchimp

This year we will be using Mailchimp to send club notices. The first of these was about the prize giving and a reminder to renew your membership for 2020. If you didn't receive it please let us know. With Mailchimp we can also set up online payments by credit card.



In this issue

- * Dick Gardner talks about his 60 year involvement in motor sport.
- * New Zealand and Aussie nationals.
- * Family: the Hubbards

Club trailer gets a makeover.

Tui, Peter D and Christine have been busy tidying up the trailer. Peter and Christine have hung the fire extinguishers and Peter has added some new shelving. Tui has extended the drawbar and mounted a portaloo on it, and fitted a new jockey wheel. After some negotiation with Dakins, Tui managed to get the portaloo for the very good price of \$500. Internally the deck space is clear so section setters can put their bikes in the trailer when they take it to the trial. We also have a new safety helmet for using the weedeater, and new reels for winding up tapes.



Left: Should look good behind a Range Rover **Right:** Inside .. how long will it stay like this?

20th anniversary JRL adventure trial 22-23 February

This year is the 20th anniversary of the JRL, an event that is held in memory of the late James Lawton. It will be held in the Maungakotukutuku Valley on the Kapiti Coast.

Camping is available and food will be provided (breakfast and dinner on Saturday, and breakfast on Sunday). Toilets provided. Shower provided (tbc).

Cost: Adults both days with meals \$50, kids both days with meals \$30.

Adults 1 day of riding only (no food) \$20, kids 1 day of riding only (no food) \$10.

For kids there will be a loop by the camp site for electrics and there will be a day trip to Orange Hutt for petrol bikes. Parents must accompany kids on electric bikes.

What to bring: backpack, 2L water, 2L extra fuel, snacks, tools, spark plug and spare levers etc.

For further details contact John Lawton 027 623 3011

Dick Gardner

Dick has been involved with trials since the 1960s and anyone who has seen Dick behind the wheel on a gravel road knows that he can drive too. Here is Dick's story –ed.

It all started around 60 years ago, when I bought my first motorbike, a 1953 BSA C11. Not much of a bike, but you have to start somewhere! It provided basic transport, but didn't do much in the way of attracting girls.

Soon after I discovered that the Pioneer club existed, and they did a public service exercise providing a safety escort for a push bike road race around the Waikari roads. Naturally the race was followed by a session at the pub, starting a tradition with me that lasts to this day, as inevitably as night follows day.

Now that I had joined Pioneer, I also discovered observed trials. It would be hard to imagine a less suitable bike than the BSA, but I tried it anyway. Straight away I was hooked, and a knobby tyre and an upswept muffler made the bike slightly more trials friendly.

By now I was well hooked, and several months later I upgraded to a Francis Barnett 197 trials bike, the real deal, or so I thought. I was soon to learn about the rubbery front forks, the useless suspension damping, the bastard Villiers 197cc engine, the hopeless footpegs, and of course Joseph Lucas, Prince of Darkness.

It doubled as my road bike, and one chilly evening I headed off to Otematata where I was working, 300 km south. I thought that this would run in the fresh set of rings I'd fitted. I had been assured that the best way to run it in was to give it heaps and let it seize a few times, which would bed the rings in after knocking off the high spots. I hadn't even got as far as Ashburton when the bastard 197cc Villiers and Joseph got together gave me the second biggest fright of my life. The engine seized and locked the back wheel. Of course the seized engine meant that the direct drive generator instantly stopped producing any electricity, so there I was doing about 90 kmh with the back wheel locked and no light whatsoever! The fastest clutch finger in the west partly saved the day, and all I had to do then was wrestle the bike to a stop in total darkness. At least it was a straight road. The fact that I am here to tell the tale surprised even me!

Joseph Lucas also provided the top fright of my life a few months later when I was returning from the Teretonga Tasman series meeting late one evening a few months later. Coming through the fast bends south of Oamaru at about 75 mph everything went completely dark and I had to wrestle the Matchless 500 twin to a halt from memory alone. I ended up just on the gravel verge with so much adrenalin pumping through my system that all I could do was put the bike on the sidestand and go to sleep on the ground without even taking gloves or helmet off!

All the while I was competing in Pioneer events, with a notable lack of success but considerable enjoyment, including a couple of Kaikoura weekends. Riding through the Inland Road covered in snow and ice was a fast lesson in bike control. When the tyres were swishing on the snow there was quite good grip, but when it went quiet you were on black ice and that focused your mind wonderfully to ride more smoothly than ever before.

Whether it was Joseph Lucas or black ice I'm not sure, but I discovered the joys of four wheels shortly thereafter. I started off in car trials, and enjoyed a measure of success

competing both as a driver and navigator, culminating by winning the National Gold Star Trials championship twice over the next 30 odd years, as well winning the RATEC Lakeland Rally four times from four starts! One of my proudest was coming second in the round the South Island Lakeland Rally, which was held in 1965 to mark the opening of the Haast Pass road. I navigated for the late Ian Munt in his supercharged Anglia, which sported 3" of ground clearance, to the radiator bottom tank. Amazingly we never had a moment's problem with ground clearance. I navigated the road sections of the event, and drove a couple of the motorkhana events, while Ian drove the circuit and hill climb stages. The prize money was 80 pounds, a fortune at the time when I was earning maybe 15 pounds a week. I didn't know it at the time but I probably competed against Paul Jackson in many of the later events. I also discovered that I was quite good at motokhanas, so I competed in a variety of



machinery over the years with some success. In 1967 I ran out of a job in NZ, so as one did in those days I headed off to Oz, and after a couple a years bought a Morris Cooper S which proved to be ideal for motorkhanas. I competed in State and National events for the next 8 years, with the highlight being a win in the NSW State Championship When I returned to NZ after 10 years I continued to compete in motorkhanas, and ended up winning the National Motorkhana Championship seven times. Along the way I found the delights of gravel hill climbs and rallies, always in a Mini

of some description. Hill climbs were really just a big motorkhana to me, and I would sit on the start line visualising the course and working out where I could gain a few fractions of a second.

The fastest Mini I ever built was a twin engined version, with a strong 1400 engine at each end. I'd had the idea of a twin engined Mini for several years, and had I built it about 4 years earlier I would have set a time that would have won the Dunlop Rallysprint at Ashley Forest if I hadn't already crashed it. I sorted out most of the teething troubles over time, but the handling beat me in the end. With hindsight I can see that I had a lot of bump steer, and this resulted in an alarming tendency for car to swap ends with incredible rapidity. I thought that I had forgotten how to drive, but a stint back in the rally Mini showed me that I was driving better than I ever had before, and it was only the evil handling that was causing me to chuck it into the landscape with distressing regularity.



In the end, after I had tried to shift Banks Peninsula sideways and failed, I didn't rebuild it because by then I knew that it was scaring me, the only car ever to do so! A much more friendly car I used was a Mini Moke with a 1400 cc engine. It was quite a quick and fun tool

for motorkhanas. I had known for a long time that a Moke would be virtually unbeatable, so I tried to get them banned. However the motorsport association in their blinkered vision wouldn't cooperate so I went ahead and built a Moke that won virtually every event I entered.

All this four wheel fun had taken me from my early twenties to my late forties, but there was obviously a suppressed trials gene lurking in me, just waiting to be activated again. This renaissance came in the form of the Greybeards trial, and Steve Hands Yamaha TY 350, which he lent me for the event. It was an eye opener just how far trials bikes had progressed over the past 30 years, and so came my second trials career.

I started off by purchasing a TY175, a great machine which I still have and use to this day in Classic events. A model of 70s trials technology that proved to be reliable and user friendly, if not up to coping with the Pioneer trials difficulty after a few years.

Looking around for a bike that hadn't been expertly thrashed to within an inch of its life I found a TY250 Mono, which apart from the terrible drum brakes, served me well for several years. It was a bit big and heavy, but had nice flexible power and my riding stepped up a couple of notches.

In a search for less weight and better brakes I bought Cyril Murray's Rotax engined Scorpa 250 Easy Top. Aside from not having been expertly thrashed it turned out to be just the right bike for my riding style, which I should point out has never progressed beyond Clubman A. It served me well for many years and is still in the garage as a spare, because I don't quite have the heart to sell it.

Steve Hand again came to rescue by lending me his 2012 Sherco for a trial. "Just a lend, I'm



Dick on the TY at Leigh Camp in 2008



On the Scorpa at Snipps in 2012

not using it enough" said Steve. Yeah, right! After the first section I was hooked, loving the great power, the excellent brakes and light weight, so of course a deal was promptly done. It continues to be my current mount and will probably see out my trials days, which at age 76

are realistically a bit numbered. Recently I dropped back to Clubman B in the aftermath of major surgery, and for the first time in my riding career I did not drop a single point in a day's riding at the Club Championship trial. Just to show it wasn't a fluke I scored zero again at the Greybeards a few weeks later!

I've had a wonderful lifetime in motorsport and trials has been, and continues to be, a large part of it. I've met many great people and ridden in some amazing places, and I hope that this continues for quite a while before I have to hang up my riding boots.

Dick Gardner

Club trials

Teddington - 13 October (section setters: Josh Stones, Ross Bristol, Shane Brons)

With a cloudy start the Teddington Trial was a great day, a good number of entries and followed by a pint at the Wheatsheaf. Many thanks to the guys that set the sections.

The sections were a mix of old and new, with some reverse directions to mess us up! The variety of mud, grass, and rock was a perfect combination to test some skills.

There was however some drama, my rear tyre came off the rim on the second lap and Hamish Barnett had an argument with his suspension dog bones! As always this property has some epic views to distract us. Thanks again to the Pioneer team.



Gareth Gore

Expert

Jules Huguenin	57
Derek Scott	116

President

Ross Bristol	16
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Intermediate

John Regan	17
Shane Brons	17
Willie Amihiro	50
Hamish Barnett	62
Simon Hopkins	64
Kahu Jones	70
Guyan Bennett	71
Ian Springer	dnf
Simon Jones	nc

Clubman B

Isabel Hopkins	29
Leo Hopkins	nc
Shane Hubbard	nc
Evie Hubbard	nc

Clubman A

Kendall McDonald	3
Rob McKay	8
Gareth Gore	9
Dave Chambers	21
Peter Barnett	22
Steve Fisher	23

Club Champs - Purau – 10 November (section setters: Paul Jackson, Glenn Smith)

Last year we decided to go back to running the Club championship as a one day event. One of the reasons for this is that it gives riders from outside Canterbury a chance to ride in it and this time we had an overseas entrant because Ken Hosking came across from Tasmania for the trial. Ken was keen to ride at Purau again because the last time he rode there was in 1976.

There was a good turnout in the intermediate and clubman classes, but only three experts Glenn and Derek and Josh who was late starting so didn't complete the 4 laps.

In intermediate there were a couple of surprises. The first was Kendall who hasn't ridden his Repsol in a trial since 2017, and this was his first ride in intermediate for some time and he won! The other was Paul Mountstevens who turned with a TY175 and finished 2nd. Those of us who ride classics have already seen Paul in action and know that he is a very handy rider, who has UK experience and has ridden in the SSDT a few times.

In Clubman A it was a close contest with only a few points separating Steve, Gareth, Dave and Peter B. Steve's win was well deserved because he rode in nearly all the club trials during the year. In president, it was also close with Rob taking the win.

In clubman B, Dick was back after recovering from his operation and he didn't lose any points. Mike Kelly was second and Shane Hubbard was third on his Oset. In women we had two junior riders Evie and Hine. Hine was having her first ride at a club trial on an 80 cc GasGas that Simon has recently bought her.

Thanks to the officials: Sandra, Roy, Patrick and Peter; and to Paul who couldn't ride on Sunday but set the sections on Saturday with Glenn.

Expert		Clubman A		Women	
Glenn Smith	45	Steve Fisher	20	Evie Hubbard	51
Derek Scott	86	Gareth Gore	24	Hine Jones	nc
Josh Stones	dnf	Dave Chambers	27		
		Peter Barnett	30		
		Chris Pascoe	53		
Intermediate				Twinshock	
Kendall McDonald	14			Paul Mountstevens	18
Paul Mountstevens	18	Clubman B			
Ross Bristol	22	Dick Gardner	0	Junior	
John Regan	28	Mike Kelly	11	Kahu Jones	39
Peter Hosking	30	Shane Hubbard	15	Evie Hubbard	51
Hamish Barnett	34	Evie Hubbard	51	Hine Jones	nc
Simon Hopkins	37	Hine Jones	nc		
Tui Scott	39	President			
Kahu Jones	39	Rob McKay	10		
Ian Springer	55	Ken Hosking	15		
Simon Jones	nc				

Cup winners 2019

Bonnington cup

Laurenson Cup (expert)

Intermediate cup

President's cup

Clubman cup

Hallie cup (twin shock)

France cup (best junior)

Whyte cup (women)

Peter Bennett cup (best first year rider at the club champs)

Mitchell cup (best first year rider in clubman B)

Knitters shield (most fives at the club champs)

BSA shield (best 125 cc)

John Blandford memorial cup (under 19 rider for the season)

John Regan

Glenn Smith

Kendall McDonald

Rob McKay

Steve Fisher

Paul Mountstevens

Kahu Jones

Evie Hubbard

Gareth Gore

Mike Kelly

Chris Pascoe

Kahu Jones

Kahu Jones

Kaikoura Cups

Triumph no. 2 cup (expert)

Wynne York cup (intermediate)

S.A.M. trophy (sidechair)

Moir cup (best novice rider in clubman B)

Falconer cup (best first year rider)

Kaikoura 50th jubilee cup (best prepared twinshock)

Blake Fox

Kevin Tither

Paul Jackson/Emma McKay

John Falconer

Barry Shroder

Dave Chambers



Pioneer at the showgrounds in the 1950s.



North v. South

The Marty Rush Memorial Greybeards trial (section setters: Tui Scott, Peter H)

The Greybeards trial in November was the 50th anniversary of the event and it was also the last time that Pioneer would run it. From next year the Classic Trials Group will organise the trial and the three trophies will be loaned to them.

For the last couple of years the club has been subsidizing the cost of the one day licences but this time because it was the 50th, MNZ agreed to provide the licences for free.

Sunday 24th was a warm norwest day and there was a good turnout of 31 riders for the trial at Weedons-Ross Road. Two previous Greybeards winners, Peter Milner and Graham Johnston attended as spectators, and Peter McDonald, another past winner, was there too and as usual was soon busy cooking the bbq. Special guest for the anniversary was Robert Rush who presented the Harley and Mustang cups and talked about some of the early Greybeards trials.

Adding interest to the day was the range of machinery. Three British pre-65s: Brian Chambers 197 Villiers; Shirley's Bantam and Peter Barnett's Greeves. Two Spanish twinshocks: the McDonald Bultaco, and Stephen Reij's Yellow Peril Ossa; a handful of Japanese twinshocks and several moderns. But the one that attracted the most interest was Don Clarkson's Electric Motion.

Because it was the 50th we wiped the slate clean so that previous winners received full bonus points. In A grade Mike Elliott dropped only six points on observation and was a worthy winner of the Harley Cup. Bruce Hughey riding in his first Greybeards was second, and Geoff Blokland was third. Kendall, riding Peter's 1971 Bultaco, had the lowest score in the sections dropping only one point.

In B grade, it was a contest between the two 76 year olds, Don and Dick. Don was riding well, but couldn't match Dick's faultless score in the sections.



Left: Robert presents the Mustang Cup to Dick.

Right: Kendall looks on as John Philp rides section 7.

Thanks to the officials, Sandra and Roy Hallie; Peter McDonald for the bbq; MNZ for their support (and Sandra for contacting them and asking for the free licences) and to Environment Canterbury for permission to use the venue.



A Grade (Harley Cup)				B Grade (Mustang Cup)			
Rider's Name	Bonus points	Points lost	Final score	Rider's Name	Bonus points	Points lost	Final score
Mike Elliott	-57	6	-51	Dick Gardner	-85	0	-85
Bruce Hughey	-39	6	-33	Don Clarkson	-85	10	-75
Geoff Blokland	-33	3	-30	Iain Davis	-54	9	-45
Steve Fisher	-39	11	-28	Brian Chambers	-45	1	-44
Trev Wiley	-33	7	-26	Mike Hennessy	-36	6	-30
Dave Davies	-36	11	-25	Peter Barnett	-26	1	-25
Kendall McDonald	-16	1	-15	Nicholas Till	-45	29	-16
Nigel Bunny	-14	11	-3	Maurice Coppard	-22	16	-6
Darren Johnston	-8	6	-2	Mel Banks	-93	dnf	
John Phillips	-24	27	3				
Sam Elliott	0	30	30	A+ Grade	Bonus Points	Points lost	Final score
Stephen Reij	-30	dnf					
Guyan Bennett	-7	dnf		Tui Scott	-42	13	-29
John Philp	-51	nc		Kahu Jones		12	12
Shirley McDonald	-28	nc		Gareth Gore	0	51	51
				Brent Downes	-39	nc	
				Stef Downes		nc	
				Simon Jones	-12	nc	
				Hamish Barnett	0	nc	

The 2019 New Zealand Championship - South Island Team Manager's report

I was very humbled to be asked to manage the South Island team this year as the quality of riders was outstanding and I accepted the fact that I would need to stand aside so the younger riders could reach their goals. Lookout though, I'm in training for next year already. The weekend was great, perfect weather, great people and a lot of fun. It was great to ride different terrain than what we are used to and they did have magic places to ride. I would definitely recommend it and would love to go back.

Thanks to the organisers, section setters and observers. The South Island fielded a very strong team but we were pipped at the post. Unfortunately one of our top riders, Rob, injured himself on the first day [again] but was given the all clear by the medical staff (Dr Paul, Dr Glenn and Dr Derek) to carry on. Rob battled on every day. He was great at following the doctors orders and managed to stay well hydrated and lucky for him he had team members around him that supported him all weekend.

The Hawkes Bay did a great job for the young kids coming through as this showed in the number of entrants in these classes.

I was led to believe that I was backup for Jules or Blake just in case something went wrong but they put in a great effort and I was not needed. [Maybe next year ...].

Without Evie on the team we wouldn't have gotten as close as we did. She claimed second in the women's class. Kahu also came close but afraid there was no cigar. Both Evie and Kahu would like to thank their sponsors [Dad's Wallet Ltd]

Bring on 2020 and remember to have fun.

Simon Jones



Simon and Kahu on day 2.

We may not have won the North v. South challenge but in the individual results we did pretty well: Jules was 2nd in Expert; Blake was 3rd in A grade (Red line); Glenn was 3rd in Intermediate; Rat won the twinshocks and was 4th in president; Kahu was 3rd in junior and 4th in Sportsman; Gavin was 3rd in Clubman. Evie was 2nd in mini B and 3rd in Women.



Above: young riders in the mini classes.

Right: Jules looking very composed on day 2.

Photos taken by Peter Robson.



Dylan Ball – youngest NZ champ

15 year old Dylan became the youngest rider to win the New Zealand Championship when he won the expert class in October. Prior to this there were four riders who were 16 when they won the championship: Bill McLeod in 1959, Andy Poad in 1987, Stefan Merriman in 1989 and Jake Whitaker in 2007. Another young champion was Chris Harris who was 17 when he won it in 1971.

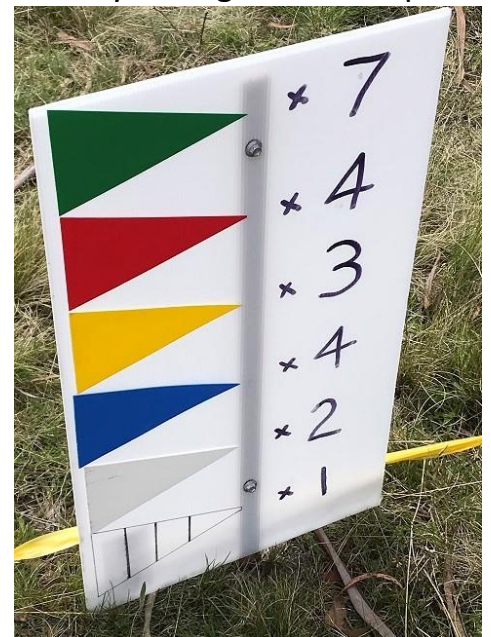
2019 Australian Motorcycle Trials Championship

2019 saw Peter and I take an opportunity to view the 2019 Australian Trials Championship, at first hand, and this we did with the kind help of Ian Pickering and his family. The previous year Peter had provided a Sherco 250 for Ian to ride in New Zealand's Trial Championship and, while not actually competing in the 2019 event, we still took the opportunity to watch the event and then holiday in Tasmania afterwards. Pioneer was well represented in this year's event by Peter Hosking, Tui Scott, and a local lad Ken Hosking. Ken and Peter riding a Beta 300, and Beta 200 respectively both housed locally and Tui finding a ride on an Ossa 280, kindly provided by Ian Pickering, all competing in the Veteran 55+ Blue Plate class. Ian Pickering rode his own Ossa 280 and his son Kurt, rode a SWM 320, competing in the Twinshock Blue Plate class.

The two-day trial was held at Mount Joy, a Eucalyptus tree, granite rock covered hill located just South of Launceston, fortunately for the riders dry conditions prevailed during the trial. A practice area was provided to all riders on the Friday with Saturday seeing riders complete two 15 section rounds on the "Red" loop and again on Sunday this time on the "Yellow" Loop.

Saturday's sections were open from 9:30am to 4:30pm while on Sunday sections were open from 9:00am to 4:00pm. There were a number of differences in the methods used to set out the section and the photo opposite shows a simple board, placed at the start of each section, which shows the number of elements within the section for each grade of rider. Boundary tape and flags used to mark elements of the section and the outer limits were similar to those used here in New Zealand.

Both days turned out dry which was a great relief to all riders as many of the sections had the potential to bog the riders down into large areas of mud.



The top riders in the "Trial 1" group, 9 in total, fought it out over the two days but ultimately it was Kyle Middleton on a GasGas 300 who came out top having only dropped 5 points, closely followed by Colin Zarczynski again on a GasGas 300 with 15 points. GasGas took the honors in the first four places with Connor Hogan, 39 points and Chris Bayles, 56 points taking third and fourth place again both on 300s. Kevin Zarczynski, who won the 2018 NZ Championship, finished 6th, 54 points behind Kyle.

"Trial 2" group, 10 riders in total, was again hotly contested with Luke Anderson taking the

honors with 13 points and Bradley Bryant taking second place with 21 points and Jarad Boniface and Tom Woodhouse taking third and fourth places. Tom was only 1 point behind Jared.

“Trial 3” group, 7 riders in total, saw Matt Woodhouse, Simon Van Baalen, Justin Gough, and Daniel Fenton take 1st, 2nd, 3rd and 4th place with 27, 30, 39 and 59 points respectively.

“Trial 4” group had 9 riders in total, with two DNFs. Zak Lunn, John Wilson, David Whitfield, and Trent Humphries taking 1st, 2nd, 3rd, and 4th with 31, 51, 52, and 77 points respectively.

The **“Veterans 40 to 55”** class was dominated by Sherco with Don Murray 1st 0 points, Kerrin Phillips 2nd 4 points, Glenn Crafter 3rd 11 points , and Anthony Cummins 4th 40 points all riding on Sherco 250s.

It was great to see all the Junior and Women riders competing. The **“Junior to under 16”** class saw a very tight contest between Haydon Barwick 1st 3 points, Jake Long 2nd 7 points, Billy Gough 3rd 9 points, and William Thornbury 4th 9 points, with only 6 points separating the top 4.



GasGas again featured highly in the **“Women”** group where two of the four top placed riders were on GasGas. 1st place with 1 point went to Kristie McKinnon, 2nd place went to Lillie Yiatrou with 18 points, Kaityln Cummins took 3rd place with 24 points and 4th place went to Sarah Chivers with 29 points.

Four **“Sidecars”** entered the event, Mitchell Willcocks and Ricky Lane took 1st place with 33 points, Glenn Ursino and Kevin Renolds taking 2nd place with 55 points, Mark Austin and Roy Austin on 143 points came 3rd, and Tom Wager and Helena Coleman finishing on 149 points and 4th place.



The **“Classic”** class saw 5 riders compete with 3 out of the 5 finishing. Leo Nolan took 1st place with 23 points riding a Triumph 200, closely followed by Paul Sens in 2nd place with 34 points riding a CZ 175, and Trevor Bennett in 3rd place, on 89 points again riding a CZ 175.

The **“Twinshock”** class saw 3 riders complete, Kurt Pickering took 1st place with 14 points riding a SWM 320, 2nd place went to Andrew Carpenter, on 40 points riding a Honda Blue 250 and 3rd place with 47 points went to Greg Harding riding a Honda 250.

The largest class **“Veterans 55 Plus”** with 15 riders was again hotly contested, Steve Johnson, 1st won with 1 point lost, Peter Lockhart came 2nd with 3 points, Kenneth Cook took 3rd place with 9, and Tony Bax came 4th with 12 points. This class is of particular interest to the readers as Tui, Peter H and Ken competed in it. Peter, took 10th place with 76 points, Tui came 13th with 178 points and Ken, took 14th place with 186 points. Our host for the weekend Ian Pickering came 12th with 119 points.



To see the full results please visit www.trialsport.com.au where a PDF version of the results can be downloaded and from which the results in this article were obtained.

Peter and I were intending to simply watch the event and enjoy the antics of so many excellent riders, however that was not to be as the organizers found out that we had a trials background and as usual with these events they were “light” on the number of observers that had turned up on the day. After some brief negotiations we were assigned to observe section 1 for the day, this section was a collection of logs on flat ground. On the Sunday we were again asked to help, this time with section 15, a steeply sloped area with a

combination of rocks and logs. As this section could be observed by one person, I took the opportunity to use Ian Pickering's Fantic 241 Twin Shock, which Ian has modified from its original mono shock format, to ride around the sections, following as it happens Tui, Peter H, and Ken as they rode the 15 sections taking photos and videos and enjoying their great riding.

Christine Thompson



Christine on Kurt's SWM.



The name plate on Tui's bike

Getting there

Tui and I began preparing for the Aussie nationals about 3 months beforehand. To ride in Australia we had to have a MNZ start permission, and to get this we had to take out MNZ approved insurance in case we had an accident and had to be repatriated to NZ. I arranged mine with Aon, MNZ's insurer and it cost me \$340 for two days cover. Tui arranged a similar level of insurance through his broker for a much cheaper price. After we received our start permissions we could then enter online on the Motorcycling Australia website. We also had to fill in a health form which asked for our blood type, etc. We were lucky to have bikes supplied, and Ken had arranged accommodation, but because he has a ute we needed another car to get around in. We hired one from a local car rental company called ABC, and were given a 15 year old Toyota Avalon which had 200,000K on the clock and hadn't had much love, but it did the job and only cost us \$120 for 4 days.

We received \$200 each from the club's travel fund to help with our expenses and we both really appreciate this. It's probably the only time we'll ride in the Aussie nationals so it was great to have this opportunity.

Peter H.

Three generations – the Hubbards

Junior rider Evie Hubbard and her dad Shane have only been attending Pioneer events for a little over a year, but the Hubbard family has had a long involvement in motorcycle sport.

Evie's granddad, John began racing in 1948 on a modified 1938 Ariel 350, competing in some grass track and road races on gravel circuits. Later he brought a new Goldstar BSA 350 in full race trim from a dealer in Wellington and the motor was fitted into a Manx Norton featherbed frame. In the late 1950s and 1960s John had some good results at the NZ grand prix at Cust and Ruapuna on this bike. In later years he attended all the Cust reunion meetings from 1983 to 1993, riding a modified RH500cc Ariel.



Riders prepare for the start of the 1960 senior grand prix at Cust. John (no. 34) had set the fastest time in practice and was on the front row of the grid with Bob Newbrook (23) and Dave Burns (15). In the race he was in second place until he had to retire with a hole in the piston.



John (no. 20) riding at Ruapuna in 1965. The following year he finished 2nd in the junior grand prix.

Shane began riding junior motocross in 1979 with the likes of Mark Thorpe and Mark Lyndon, who would both go on to ride speedway in the UK. Shane also lived in England for a few years in the 1990s and early 2000s and rode in some motocross events. Before going to the UK he had never ridden in a trial but while he was there a friend lent him a 350 Bultaco Sherpa to ride in a Surrey trial. Shane joined the Worthing Club and he rode in the Exmoor 3 day trial from 2000 to 2005.



Left: Shane riding at Farleigh Castle in 2000 on a 1977 Honda CR125 Elsinore.

Right: at the Exmoor 3 day trial in 2001.



Evie started riding in late 2018 and did a few of the have a go days which she enjoyed. Her first trial was at Glenelg Spur in January 2019. The photo was taken at Labour weekend at the NZ Championship in Hawkes Bay where Evie finished 2nd in the Mini B class. Shane says "I've had a great time this year riding with Evie, seeing her improve with help from Jules and Josh. Thanks to everyone at the club who has helped her along and

encouraged her." Shane has also bought an Oset for his younger daughter, Amelia so we may see another member of the family riding soon.

Bikes, parts, clothing, etc.



Montesa, Scorpa, Sherco, TRS
Contact: Brendon Wadsworth
027 230 3151 03 579 2500
scorpa@trials.co.nz

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Trials photos on Flickr

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Club contacts:

President:	Josh Stones	ph. 027 4039479
Secretary:	Jules Huguenin	ph. 027 2035110
Treasurer:	Ross Bristol	ph. 021 2210397
Club Captain:	Derek Scott	ph. 027 4323646
Webmaster:	Christine Thompson	admin@pioneertrials.co.nz
MNZ trials commissioner	Paul Jackson	ph. 027 6061065

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

25 January	Prize giving	Alan's house
26 January	Club trial	Living Springs
2 February	Have a go day	Trials Park
12 February	Twilight trial	Trials Park
16 February	Summer series 1	Puaha Valley

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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.

Megaphone is the newsletter of the Pioneer Motorcycle Club Inc.

Editor: Peter Hosking, email: pmctrialnews@gmail.com

Club website: <http://pioneertrials.co.nz> and we're on Facebook

