



Megaphone

Newsletter of the Pioneer MCC

Summer 2024

2024 prize giving

The Club's annual prize giving will be held on Saturday 25 January at Simon's home. This is a great venue and last year the kids had a lot of fun in the pool.

Catering will be by Spitroast.com and drinks are BYO. The meal is free for the observers and non-riding officials at the 2024 South Island Championship rounds. The booking form is available [here](#)

EM change

Paul Delis is the new distributor for Electric Motion, taking over from Francis Sydenham. There is a new website www.electricmotion.co.nz and Paul has a shop in Kaiapoi.

He has 8 new bikes arriving in mid to late January including a new 4 speed gearbox Factor e. All the new bikes will have a manual clutch.

MTC moves

Brendon and Kathy are now living in Rangiora and have been busy moving all their stuff from Marlborough. Gareth has nearly completed building a garage at his house and hopes to be riding regularly again next year.

Ross retires

Ross has been our treasurer since 2008 and after 17 years of managing our finances and memberships he is retiring from the role in February. Ross has had a busy time lately refunding the 87 entries for the nationals.

Neil Price training videos



Videos of Neil explaining bike set up and demonstrating riding techniques are available on the [website](#) and Peter B's Flickr page.

In this issue

- * What happened at the Nationals
- * Club Champs
- * Air-cooled GasGas
- * The editor moves on

New members

The Club welcomes Elwyn Beedles (Tom's dad), Leo Housman, Alex Johnston, Josh Martin, Jessie Meek and Ben Rowe. Ben is another rider with UK experience who will be riding with us. He is from Devon and was member of the Moretonhampstead and District Motor Club. Ben was also a committee member when he was with this club.

Ted Tomlinson, 8.5.1937-1.12.2024

We were sorry to hear that Ted, who was one of our life members, passed away at the age of 87. Ted joined Pioneer in the mid 1950s and competed in beach races, grass track, hillclimbs and in road races during this era. He won the 16 mile Llew Evans Memorial Beach race in 1956 and was third in the New Zealand one mile grass track championship in 1957. He rode a Norton at Cust from 1957 to 1962 and also raced in the Halswell 100 and at Ruapuna, Wigram, Hawkesbury and Waimate. He later competed in CAMs meetings on a Ducati 250.

In the 1990s and early 2000s Ted rode a 250 James and a TY250 in Pioneer and classic trials, and he won the Greybeards Mustang Cup a couple of times.



Sandra and Roy remember Ted attending the annual Kaikoura 3 day trial over the years and that he was one of the great characters at the event. One of his memorable comments was "I look my best when I take my helmet off after a long motorcycle ride, I have a glow and a bit of helmet hair." Ted was also a keen

fisherman. He is survived by his wife, Heather and children: Lynne, Michael and Craig. In accordance with Ted's wishes a private service and burial was held.

Cliff Batchelor, 1943- 2024

Cliff joined Pioneer in September 1961, but was later more active in the Corsair Club. He was on the Corsair committee for a number of years and was a Corsair life member. Cliff rode in trials and scrambles in the early 1960s before going on an OE to England. While he was there, he worked at Comerfords and competed in UK events. After his return to New Zealand, Cliff was head mechanic at Blair Carpenter's Suzuki shop for a while and later worked for Barrie Gurdler.



Cliff was always willing to lend a hand and he was involved in the sport in various ways. He was an announcer at motocross and speedway meetings, and assisted with the junior speedway training school. He also rode in classic trials and built a number of 'CBS' specials which were meticulously prepared.

Bill Moffat, 20.1.1938 - 7.12.2024

Former New Zealand trials champion, Bill Moffat passed away on 7 December, at the age of 83. Bill was a member of the Ixion Club and won the 1962 championship.



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A little bit of Megaphone history

The Megaphone has been a real strength of the Pioneer Motorcycle club for many years. When I joined Pioneer back in 1974 Peter Mack was the editor producing a very arty version with extremely good articles. Peter would get these articles written in terrible hand writing on food damaged paper, with no grammar or spelling and somehow knock them into great reads. He really set the standard for the rest of us to follow. He conned me into helping him about 1975 and showed me how much fun being the editor could be.

I took over the Megaphone in late 1978 and tried very hard to keep the standard and format up to Peter's. Early on I tried doing all the work myself, but as time went by I managed to get some help. Peter Hosking was my first helper, and his sense of humour was involved in some of the better 'taking the micky' articles.

My favourite was after an AGM where ex New Zealand champion and life member Ev Norris, with a few jugs inside him, kept going on about a rumour he had heard from 'a reliable source' that the club was breaking the constitution by running black events. The club was not running anything like it and the committee had no idea what Ev was talking about, but for 30 minutes Ev went on about his reliable source and the constitution. Pete and I came up with an advertisement in the Megaphone for Ev's reliable source based on a Wattles ad. This was the start of very fast AGMs as everyone was frightened to talk.



Mike Venz was also great to write articles with. We did a few together which usually managed to offend someone. We did some great bike tests. One was on Peter McGrail's first monoshock TY250. Mike came up with the bit how they had designed the side stand super lightweight so even the wimpiest rider could take it off and hang it on the wall where it wouldn't get bent. Tommy McCleary called to complain about this one. In another article we wrote about the new Honda TLM 200 where Mike described it as the most technically innovative bike yet manufactured, as it had a switch on the handlebar labeled turn, so obviously you simply pushed the switch to left or right to initiate the turn, no need to push on handlebars. He also explained that on the bike we tested the switch was faulty.

Shane Brons joined the team bringing an artistic flair to the magazine with some amazing drawings.

Sandra had two massive stints as the megaphone editor. Peter H and I have often discussed her many years of running the magazine. She had a real ability to get different people to write good readable articles, she could also find things of interest

from all over the world. I think we would have to vote Sandra as the champion of the Megaphone. She ran it twice for many years, keeping the club informed and also keeping the standard high.

Scotty had a stint at the Megaphone while Sandra and Roy were living up North. These kept all club members on their toes as the wit would come out and punish any indiscretions. I believe Paul Jackson was involved in the Megaphone in the late 1980s and early 1990s as well.

Peter Hosking took over from Sandra after her last long stint. He has raised the bar even higher. He initiated the club member interviews, which gave you an insight into people you knew as trials riders but often not much else about. He took the magazine from paper to electronic which gave us colour digital photos and much more timely news at affordable prices.

He had a knack of getting people to write good articles about things of interest. I liked the way there would be several people's views on the Kaikoura trial, and most of these not from our locals. Peter has now completed 30 Megaphones which makes him a most valuable club member, let's hope we can find a replacement to keep this great club asset going.

Alan Honeybone

and the current editor signs off

As Al has mentioned this is the 30th issue I have edited and after 7 ½ years, I feel it's time to move on.

Thank you to everyone who has contributed to the Megaphone since I've been editing it. Each time I've asked someone if they could write something, a few days later a really good event report or story has appeared in my inbox. It makes the job of putting an issue together so much easier. I'd like to specially thank Alan, who has sent me several articles, and given me a lot of encouraging feedback. Thanks too to Peter B and Lynette for unrestricted use of photos from their amazing archive. Peter has also been a regular contributor and has written another very interesting article for this issue.

When I took over from Sandra in 2017, we were producing the Megaphone as a print newsletter and sending it to 60 members. The cost of postage and printing was making it difficult to sustain and it was inevitable that sooner or later we would have to change the format. The transition to an e-newsletter took place in 2020 when we had the lockdowns and were unable to send out a print version. About this time we

had also begun using Mailchimp which made it easier to manage our email list. One of the advantages of an e-newsletter is that it can be more widely distributed. Nowadays the Megaphone is sent to over 300 trials riders and supporters around New Zealand and to some in Australia and France too. Some recipients don't open the email, but quite a few of you do.

The Megaphone has been our club's newsletter for 80+ years. Maybe the format and frequency will be different in future, but I'm optimistic that it will continue. Although we have social media now, not everyone is on Facebook or Instagram, so a newsletter is still a very good way to keep club members informed.

In the meantime, until we have a new editor, I'll still be doing the monthly emails about upcoming events and I'll also add some more back issues of the Megaphone on the website.

Peter H.

Speedway

Ryan Hampton has decided to give speedway a go and is riding at Moore Park this summer. James Smith is also racing there. He has been riding speedway for a couple of seasons and has been making good progress and is now an A grade rider.



James Smith riding at Oreti Park in November (photo: Vanessa Adcock)

NZ Trials Championship – Alexandra, 26-28 October

Since it began in 1951, there have only been three years when the New Zealand Trials Championship has not been held. The Patetere Motorcycle Club was allocated the championship for 1956/57 but for some reason they didn't hold it. In 2021, the championship was cancelled due to Covid restrictions. This year extreme weather forced the cancellation. Peter Barnett was the non-riding CoC for this year's event and was at the venues on Saturday. In the report below he explains the situation and why the decision was made to cancel.

Report on 2024 NZ Trials Championship

The NZ Trials Champs were abandoned after a severe weather event that caused the first day to be cancelled. The weather on the first day was snowing at the venue with temperatures around zero. The snow covered the boundary tapes and trafficators so none were visible. Had the event proceeded in these conditions we would have put the wellbeing of observers, and likely riders, at risk. Due to the weather the venue became only accessible by 4WD. It is likely, had we got vehicles into the venue, that many would have needed assistance to get out.



The right decision was made, however abandoning one day meant the NZ Champs were over, as the Steward, Paul Searancke referenced MoMS 23.34 which specifically says the NZ Championship is a 3-day event run on consecutive days.

Event Outline / Actions Taken

The original plan for the NZ Trials Champs was to run days 1 & 2 at Chatto Creek, then day 3 at Fruitlands. Although only 100 metres higher elevation, the Chatto Creek property 30 minutes north of Alexandra had snow falling all day on Day 1, while the Fruitlands property 10 minutes south of Alexandra had snow early morning followed by rain the rest of the day.

Wet weather on Day 1 had been forecast by the Met Service for a number of days prior to the event but the snow that fell was not expected to be as low as 300m above sea level which was the lower venue height. Records show the rainfall on the day was 58 mm.

With significantly less snow at Fruitlands the property owner was approached for permission to run Days 2 & 3 there. This permission was given and a crew from the

Southern Trials Group, and Pioneer, including the two CoCs went to Fruitlands to alter the sections to suit the conditions. The rocks were OK for grip however the snow on the grass was very slippery. We had almost finished these alterations when at 1.30 pm the property owner withdrew access over concerns of land damage given how wet the property had become. A smaller group then went to the Chatto Creek property and confirmed this was not viable due to the condition of the access road and greater depth of snow. This left the event with none of the venues accessible.

It was at this point the Steward confirmed the event could no longer be the NZ Champs as it was no longer a 3-day trial so the decision was made to abandon the event completely.

Mention must be made of the riders and supporters who, while disappointed, were all understanding and accepting of events knowing we had riders' safety in mind.

Peter Barnett

*** a rule change proposal has been submitted to allow the championship to be reduced to two days, if one of the three days is cancelled due to severe weather ***

NZ Open Trial - 14 December

After the nationals were cancelled, Ixion offered to host a one day trial for expert riders so they could compete for the NZ Experts trophy. The trial was held at Wayne Furniss' property in Wainuiomata on 14 December and there were nine riders. Four rode the orange line and five rode red.

The 16 sections were ridden two times and were creatively designed, beginning with man-made obstacles before transitioning into natural terrain featuring native bush and rocky creeks, providing a range of challenges throughout the day.

Matt Foster won the NZ Experts and Zack Furniss was the best of the red line riders.

The results were:

Orange line			Red line		
Matt Foster	26 points	1st	Zack Furniss	56 points	1st
Warren Laugeson	46 points	2nd	Byron Adlam	70 points	2nd
Stu Lawton	72 points	3rd	Kevin Pinfold	80 points	3rd
Caleb Adlam	106 points	4th	Josh Stones	93 points	4th
			Peter Gledhill		dnf

Peter G's report of the event is available on the [MNZ website](#) and Emily Willard has put the videos she took on [YouTube](#)

Pioneer Club Championship – Purau Bay 13 October (section setters: Tui, Dave D, Peter G, Peter H), Officials: Peter G, Peter H, Peter B)

New member Ben Rowe, who was riding in his first NZ trial on the ex-Paul Delis 250 Beta won the expert class and the Laurenson Cup. Tom was second, two points ahead of Paul M. Ben lost 32 points and had 19 cleans and 15 dabs in the 40 sections. Kahu rode the TLR again and won intermediate after a close battle with Hamish who was on the air-cooled GasGas. When they started their fourth lap Kahu was on 12 points and Hamish on 13. They both cleaned all the sections on the final lap apart from number three. Kahu had a dab when he rode it, so Hamish made an all out effort to clean it, which would have put him on the same score for the day as Kahu. Unfortunately for Hamish it didn't go to plan and he had a close encounter with the ongaonga as he made his attempt which resulted in a three. It's good to see these two, who are good mates, enjoying their friendly rivalry. Scotty was also riding well and he was third.

Simon won the sportsman class and the president's cup. Elwyn Beedles who was here on holiday visiting Tom was second and Tui was third. This is only the second time that a club prez has won this cup. The previous occasion was back in 1992 when Don Clarkson won it.

Wayne Harper dropped a single dab in Clubman A, Christine was second on 4 points and Dave C was third. Rodney Bolton won the B.S.A. shield, for the best 125cc and Bodie stepped up to Clubman A for this trial on his 80cc. He will be hoping that his dad buys him a bike with bigger wheels for 2025.

Dick won Clubman B again, and didn't bother filling in his card after section 4. He put a note on it which said "just imagine a lot of zeros!" Peter D was second and Izzy third. There were only two minis, Leo in Mini B and Koby in Mini C.

Club Championship cup winners

Laurenson Challenge Cup (<i>expert</i>)	Ben Rowe
Intermediate Cup	Kahu Jones
Clubman Cup	Wayne Harper
L.E. Evans Memorial Cup (<i>clubman B</i>)	Dick Gardner
Presidents Cup	Simon Jones
Women's Cup:	Christine Thompson
PMC France Cup: (<i>junior</i>)	Bodie Harper
BSA shield (<i>best 125cc</i>)	Rodney Bolton
Hallie Cup (<i>twin shock</i>)	Kahu Jones

Mitchell Cup (*clubman B**)

Izzy Hopkins

Bennett Cup (*best first year rider*)

Rodney Bolton

** awarded to a rider in his/her first 3 years of trials riding*

Tullett Memorial – Teddington 22 September (section setters: Simon H, Peter H, Ross, Alan) Officials: Josh, Alan, Peter G)

This year's Tullett was held at Teddington and six teams competed for the memorial shield. Tom, who was having his first ride since the Kaikoura captained the winning team. His team mates were Alan, Christine and Bodie and they all had good rides in their grades.



Past riders Nick Smith, Peter McGrail, Jason Roberts and Graham Honeybone formed a 1980s team and looked to be going well, but unfortunately Graham had a minor mishap near the end of the trial and didn't finish.

Jason has suggested that we could have a sidechair in each team, and if there is enough interest from the sidechair boys we might do this next year.

Thanks to Peter Warren for taking photos, and Peter D for the photo of the winning team.

Tullett Memorial - team results				
	Red line	Yellow line	Blue line	Team total
Tom's team	Tom Beedles (25 pts)	Alan Honeybone (16 pts)	Christine Thompson (2 pts), Bodie Harper (13pts)	56
Paul's team	Paul Mountstevens (37 pts)	Ross Bristol (14 pts)	Dave Chambers (0 pts), Izzy Hopkins (16 pts)	67
Arron's team	Leo Housman (47 pts)	Ashley Duncan (21 pts)	Evie Hubbard (1 pt), Shane Hubbard (2 pts)	71
Simon's team	Simon Hopkins (68 pts)	Peter Hosking (27 pts)	Rodney Bolton (4 pts), Dave Davies (8 pts)	107
1980s team		Nick Smith (35 pts), Jason Roberts (44 pts)	Peter McGrail (6 pts), Graham Honeybone (dnf)	
John's team	John Ross (49 pts)	James Smith (25 pts)	Liam Ross (dnf), Lachie Moore (dnf)	

** Wayne Harper (36 pts) also rode in Paul's team but we have only counted the scores for 4 riders*

** Arron Eades had a dnf so is not included in his team's score.*

Greybeards, 30 November (section setters: Brent Downes, Trev Wiley)

The Classic Trials Group ran this year's Greybeards at Stokes Road, near Balcairn. 24 riders entered with 19 eligible for the two cups and the walking stick.

Mike Hennessy won the B grade and received the Mustang Cup and Bob Harris Walking Stick. Mike was quite chuffed to win the stick because he worked for Bob when he was an apprentice. The winner of A Grade was Dave Mardon who was presented with the Harley Cup.

Dick Gardner, at 81 was the oldest rider but was not eligible for a result because he has won both grades three times. Kendall received the award for best beard.



B Grade: Stu (3rd), Brian (2nd) and Mike (1st).



Best beard

A Grade – Harley Cup	Points lost	Bonus points	total
Dave Mardon	3	45	-42
Steve Fisher	33	54	-21
Peter Hosking*	9	28.5	-19.5
Kendall McDonald	10	26	-16
Wayne Harper	23	36	-13
Christine Thompson	24	36	-12
Stephen Reij	33	45	-12
Trev Wiley*	20	24	-4
Brent Downes*	12	13.5	-1.5
Dave Chambers*	27	25.5	1.5
Kelvin Bakkenes			nc
Shirley McDonald			nc

B Grade – Mustang Cup and Bob Harris Memorial Walking Stick

Mike Hennessy	9	57	-42
Brian Chambers*	12	30	-18
Stu Brock	15	22	-7
Peter Barnett	42	39	3
Glenn Bolton	72	33	39
Peter Lambert			nc
Peter Dunn ⁿ			
Dick Gardner ⁿ			

* *bonus points reduced due to a previous Greybeards win.*

ⁿ *Riders not eligible as they have won the grade 3 times in the past.*

Air-cooled GasGas Aire

GasGas is a well known brand within in the trials scene and we are lucky enough to own an air-cooled GasGas Aire 327 from 1989. This is an example of the second trials model the factory produced, and is one of two of these bikes now in New Zealand.

The Gas company was founded in Spain in 1985 by Narcís Casas and Josep Pibernat who had both worked at the Bultaco factory until it closed in 1985. The first Gas they produced was the 325 Halley trials bike sold in 1986 and 1987. The second model was the Aire available with 250 and 327 engines sizes, and later 125 engines with the range sold from 1988 to 1991, the last two years being sold alongside the water-cooled GasGas Delta Aqua models.



The air-cooled models are rare in New Zealand as they were never imported here new, though some were sold in Australia. The first GasGas bikes to arrive in New Zealand were bought in by Peter Boettcher who imported and sold the brand from 1992 to 2010 starting with the water-cooled GasGas Contact models, and later the TXT models.

Two air-cooled GasGas models are now here. They are a 250 Aire imported from America in 2007 which was purchased and restored by Peter Boettcher. Colin Downs later purchased the bike and rode it in classic trials up to 2020, before being sold to Travis Churchill in 2022 who also rides the bike in classic trials.

Our 327 Aire was imported used from the UK by Andy Beale and sold to Christchurch rider Rick Ordering in 2012. Rick had the engine rebuilt by Barry Lynch with final assembly by Mel Banks. Rick used the bike at local classic trials events until 2015. When Rick passed away in 2017 the bike went to Rick's son who sold it to me in 2020.

Unfortunately, despite being advertised as running the bike was in a poor state. Wiring had been disconnected, brakes did not work, forks leaked, rear rim was cracked with broken spokes, broken rear guard, and front tyre cracked. During our ownership we have attended to all of these items, replaced all wheel, swingarm and suspension bearings, new chain and sprockets, new brake pads, rebuilt the rear caliper, replaced the rear master cylinder with another unit from UK, and fitted oversize footpegs. Parts were purchased from Peter Boettcher, Brendon Wadsworth, Hell Team, UK, and Switzerland. The late Jim Snell also provided technical help. During this period I had a few health issues, so the bike sat 80% complete for some time before Hamish took over and completed the work in 2024.

First trial out the rear shock dumped all of its oil on the trailer deck after travelling over corrugated gravel roads to the event. The shock then underwent a full rebuild. This took some time as the internal adjustment mechanism was broken and seized by rust but eventually everything freed up and the rebuild was completed. We also went to lighter fork oil based on recommendations on the Hell Team site.

Another issue with the bike was its lack of throttle response. This has been addressed by adding Boyesen carbon reeds and repacking the WES silencer. Advice from the UK was to pack the silencer loosely and only refill with two-thirds of the original material. Note: all UK Aires had the WES silencers from new as the UK importer refused to sell them with the original GasGas silencer. The changes we made improved the top end and throttle response, but combined with the heavy flywheel the bike still must be ridden on the clutch as the response is too slow for bigger obstacles riding on the throttle only.

After a few rides we had to respoke the front wheel after the spokes began stretching. A shark fin and filled in rear sprocket were also added so Hamish could ride in the South Island rounds. Lastly the rear tyre was replaced as it would not stay seated on the rim. This was due to the old tyre, but rear tyres not staying on the rim is an issue with a couple of our bikes. It would be great if we could get good tubed type rear trials tyres in NZ.

Hamish has now been enjoying riding the bike for the last 6 months, including classic trials, some Pioneer trials, and the 2024 South Island Trials Champs. He has found it rewarding to get the best from the bike, though this requires more effort than his modern GasGas. One area he has taken some time to adjust to is the cable operated clutch. This would be the lightest cable clutch I have experienced to the point you cannot feel the point of engagement. For a bike that Hamish rides on the clutch, it has taken some time to get comfortable with the clutch feel.

At our first outing on the bike Hamish and Travis swapped bikes so Hamish could sample the 250 Aire. The 250 has a lighter flywheel and is more responsive to the throttle, so is a more forgiving ride. Other than the crankshaft, piston, barrel, and sprockets, all other parts are identical.



Prior to riding the GasGas Aire Hamish had been riding a Yamaha TY250 Mono at classic trials. A comparison between the two shows the 327 Aire has flatter power at the bottom end but stronger mid-range and top end, though still much less power than modern bikes. Clutch operation is lighter, but the big improvement is the disc brakes front and rear that are better than the TY Mono drums, and the brakes remain operational when we have a trial with creek sections where, once wet, the TY Mono drum brake performance fades badly.

Hamish also rides a modern GasGas TXT250 and you will be pleased to know there have been some improvements in the 30-year span between the two bikes. Most notably the newer bike is lighter and more stable due to its lower centre of gravity and lower footrests. The modern bike has more power and more feel when operating the brakes and clutch. Suspension is also significantly improved on the newer bike.

However, the GasGas Aire compares well with other bikes of its era and, although the timing of throttle and clutch release/engagement and body position need to be different to a modern bike to get the best from it, it is a challenge Hamish has enjoyed, and it is great to return the bike to good running order, and see it being ridden as its makers intended.

Peter Barnett



Because it's my last issue, I thought I'd include a photo of myself. Norm Whyte took this one at the 1977 national round in Blenheim. It was difficult section with two logs close together and I had no idea how to get over them and had fives on each lap. I think it's an interesting photo because it shows what the section was like - PH

Cup winners for the 2024 year

Cecil Bonnington Cup

(open to all classes, awarded to the rider who has the most championship points for the year). *Who won it this year? Come along to the prize giving to find out.*

John Blandford Memorial Trophy

(best under 19 for the season. Awarded to the rider who has the most championship points for the year). *Find out who won it at the prize giving.*

BMA Challenge Cup:

(best mini electric for the year)

Liam Ross

St Albans Car Sales Cup

(best mini petrol for the year)

Leo Hopkins

Bikes, parts, clothing, etc.



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Pioneer Motorcycle Club 2025 Event Calendar

DATE	EVENT	VENUE	Organiser
January			
Sunday, 19 January 2025	Summer Series 1	Glenelg Spur	Josh
Saturday, 25 January 2025	Prize Giving	Simon's house	
February			
Sunday, 16 February 2025	Summer Series 2	Kaituna	Paul M
March			
Thursday, 6 March 2025	Club AGM	Pioneer Stadium	AGM
Saturday, 8 March 2025	South Island Champs	Alexandra (tbc)	Southern Trials Group
Sunday, 9 March 2025	South Island Champs	Alexandra (tbc)	Southern Trials Group
Sunday, 16 March 2025	Club Trial	Western Valley (west)	Alan
April			
Saturday, 12 April 2025	Practice/fun day	Trewin's Property	Josh & David
Sunday, 13 April 2025	Practice/fun day	Trewin's Property	Josh & David
May			
Sunday, 11 May 2025	Club trial	Motunau	Kahu/Simon
Saturday, 24 May 2025	Section setting	Kaikoura	Committee
Sunday, 25 May 2025	Section setting	Kaikoura	Committee
June			
Saturday, 31 May 2025	Kaikoura 3 Day Trial	Kaikoura	Committee
Sunday, 1 June 2025	Kaikoura 3 Day Trial	Kaikoura	
Monday, 2 June 2025	Kaikoura 3 Day Trial	Kaikoura	
Sunday, 22 June 2025	Club Trial	Hurunui Bluff	John/Paul M
July			
Sunday, 20 July 2025	Club Trial	Glenelg Spur	Ash & Tom
August			
Saturday, 9 August 2025	South Island Champs	Manderley	Derek & Paul M
Sunday, 10 August 2025	South Island Champs	Kaituna	
Sunday, 24 August 2025	Club Trial	Omihi (new Property)	Simon H
September			
Saturday, 6 September 2025	South Island Champs	Marlborough	Marlborough trials group
Sunday, 7 September 2025	South Island Champs	Marlborough	Marlborough trials group
Sunday, 28 September 2025	Tullett Memorial Trial	Graylees	Peter H
October			
Sunday, 12 October 2025	Club Champs	Purau Bay	Tui
Saturday, 25 October 2025	N.Z. Champs	Taranaki	
Sunday, 26 October 2025	N.Z. Champs	Taranaki	
Monday, 27 October 2025	N.Z. Champs	Taranaki	
November			
Saturday, 8 November 2025	Training Day	Trials Park	tbc
Sunday, 9 November 2025	Training Day		
Sunday, 23 November 2025	Club Trial	McQueens Valley	Peter G
December			
Wednesday, 3 December 2025	Twilight Trial	Trials Park	Peter G

For the latest information check the monthly calendar on the Pioneer website or the PMCC Facebook page.
This version updated 05/12/24.

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Treasurer:	Ross Bristol	ph. 021 221 0397
Club Captain:	Derek Scott	ph. 027 432 3646
Committee members	Rhys Bayliss, Tom Beedles, Arron Eades, Simon Hopkins, Paul Jackson, Rob McKay, Paul Mountstevens, Derek Pike, Tui Scott, Josh Stones.	

Next events:

19 January	Summer series 1 – Glenelg Spur
25 January	Prize giving
16 February	Summer series 2 - Kaituna

*Note that due to **fire risk** in January and February we may need to change the venues for the summer series trials or possibly even cancel them. Please check [upcoming events](#) on the Pioneer website for updates.*

Acknowledgements

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

Megaphone is the newsletter of the Pioneer Motorcycle Club Inc.

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