



Megaphone

Newsletter of the Pioneer MCC

Winter 2025



The entry form is available [here](#)

Oceania

The FIM Oceania Trial Championship will be held in conjunction with the nationals in Taranaki at Labour weekend.

This year's Australia v. New Zealand

team challenge will have a slightly different format. Each nation can nominate up to two riders per grade, with riders expected to compete in the grade they regularly ride in their home country. Expressions of interest for the New Zealand team will be called for shortly.

This event began fifty years ago when a New Zealand team was invited to Australia for a Trans Tasman challenge in 1975. Since then New Zealand has won the contest 13 times and Australia has had 12 wins.

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South Island Championship event planning

It all kicked off on a cold, dark, and downright miserable night, huddled round that familiar folding workshop table at the Pioneer Leisure Centre. Not as many faces about this year, mind, after the big push for the Kaikoura 3 Day, everyone looked fairly knackered and burned out.

As always, we had to throw a few venue ideas on the table. This time, we reckoned simple was best, so we picked two tried-and-tested spots, nice and close together so no one would be tearing their hair out shifting bikes and trailers all over the show. Then came the tricky question... who's going to run it?

A hush fell. Bit of shuffling, eyes down. No one was daft enough to stick their hand up... fair enough, it's a fair slog to get it all underway, and it needs cracking on straight away. For reasons I can't rightly explain, I offered. Maybe the thought of not holding the champs seemed worse than chucking myself on the coals and having a go. So aye, it were settled. With a bit of help, I'd steer the ship this year.

First job was locking in the venues, and Derek had that covered, permit and all — legend. Next on the list were flags and bags for setting the sections. Quick trip to Josh's, and he had us sorted good and proper. Josh does the hard graft looking after the club trailer, shuttling it from one venue to the next, and he'll get the peg bags in order too! another job ticked off, ta very much.

Observers? That's always a right ole headache. But Peter H had a cracking list from the last couple of years, half the names already marked to follow up. What's more, he's been on the blower ringing folk himself, while sharing the list about with others who've been chipping in to lend a hand. Takes a right load off, that does.

Next thing was to get out to the properties and tackle the overgrowth. Couldn't face that solo, so I asked around. Turns out John and Simon were keen as to come mid-week, and John even came back to help with Liam, Leo, and Simon on the weekend. With Aaron, Ashley, and Rhys mucking in too, we've cleared twelve brand new sections! That's no small feat and makes the place look proper legit.

Now Western Valley's coming up this weekend, and truth be told I'm not fretting — the club's pulled together a treat, and it's shaping up to be an absolute belter. All this is coming together to be a cracking year for our champs rounds, and I'd be gutted if we didn't get everyone up to have a go. The Pioneer club, as an accumulative effort, pours countless hours into these events, and we really want to see the fruits enjoyed by all.

I've still got a fair bit of time before the event too, which means even more new sections can be put in at Western Valley, if any of this tickles your fancy? a bit of graft, maybe a

nettle sting or a wet boot in the creek? Give us a shout! It'd be grand to have more folk involved. It's honestly just as much fun to organise as it is to ride, be a right treat!



TRIALS TRAINING WEEKEND
with North Island Expert Rider
PHIL SHILTON
WAIMAK BIKE PARK

Two groups of 10 riders:
- Beginners
- Experts
Inquire with Pioneer to reserve a spot

16-17 AUGUST
DON'T MISS THIS OPPORTUNITY!
Sharpen your skills with expert coaching

Speaking of treats, how about this... **the very next weekend**, on the **16th and 17th of August**, who's keen for a bit of training? What, too sore? Don't be soft! We've got Phil Shelton coming down and he's chomping at the bit to show us all how it's done. By now, we should all know exactly where our weaknesses lie in our riding, so it's just a case of getting in touch and getting your name down. We can split groups into expert, intermediate, or below depending on who's keen and how many want in. Should be grand — so don't miss out!

Peter G



What's going on here?

Scottish Six Days Trial

When Patrick Dillon rode in the SSDT this year he was the 30th rider from New Zealand to do it. We asked Patrick to tell us about his Scottish experience.

The Scottish Six Day Trial had been on my radar for a while now. This event was the start of the international 6 day Enduro and is one of the longest running trials events in the world. It is a bucket list event for any trials rider around the world.

I put my name in the ballot and was lucky enough to get an entry for 2025. The only kiwi this year. I was fortunate enough to be allocated a start number near some of the local Fort William riders. Some of them had done it more than 8 times and had a lot of experience under their belt on what the days ahead would look like.

The first day was a bit of an eye opener. The pace we had to keep to give us enough time to walk the sections, ride the sections and work on the bike at the end of the day.

When looking at the sections on previous years videos, they all looked fairly rideable, and it was a matter of keeping the feet on the pegs. But of course, everything looks smaller on video and I was in for a bit of a shock when seeing it in person and having to ride it!

A lot of the sections there are very steep! Mix that with some loose slippery rocks and you are really hanging on for the ride. By day three I was starting to get the hang of the hire bike and some of the sections. Although with every good ride came a couple of not so good ones but the goal was to get a finish with all limbs intact.



Throughout the week we were lucky enough to have amazing weather. Not a drop of rain which hasn't happened in over 10 years. This was a relief for some of the Moor crossings as they were waiting there to swallow anyone up who took a wrong turn.

I managed to finish the week mid pack overall which I was very happy with (*Patrick was 145th and won a 2nd class award – ed.*). This is a tough week on the bike and the calibre of riders who entered the event was high. I was just happy to see the finish line at the end of day six with no dramas.

The Beta 250 2T Evo I hired ran like clockwork. I was lucky enough to have no bike problems at all. John Lampkin and his team from Beta UK were great to deal with and really helped me out as I really didn't have any experience with the SSDT conditions.

I would highly recommend this event. It really is a bucket list event. If you are an A-grade rider (or better) your week will be a lot easier. Don't underestimate the fitness required for this event as 6 long days of riding really catches up with you.

I want to say a big thanks to Steve Oliver. He put a lot of time and effort back home building sections in creeks and getting me prepped for the event. Also a big thanks to Carl Robson, Warren Laugesen and John Lawton for all their advice for the event. Also massive thanks to the local Scottish boys Kevin Dignan, Drew Howie, Jamie McIntyre and Calum MaccDonald for their help throughout the week.

Patrick Dillon



2025 Kaikōura 3 Day Trial

This was the 80th year of the Kaikōura Trial and riders from around NZ, from Auckland to Invercargill, came to ride in it. Ken Hosking also made the trip across from Tasmania again. There were 80 participants - 66 solo riders and 7 sidechair teams and the entry included eleven families who had two generations of riders taking part.

You may be wondering why we didn't make a big thing about it being the 80th.

The reason is because in the past we had a 50th anniversary trial in 1996, a 60th in 2006 and a 70th in 2016. Next year will be the 80th anniversary of the K3D so we are planning to make it a special one.



Three generations: Keith, Conor and Grant Ruthven

Day 1 this year was at Trewin's Farm and day 3 was at Schroder's Farm, but for day 2 Rakanui was used instead of Dairy Flat.

Josh had put his hand up to organise the event this year and he did a great job of coordinating it and also organised the dinner at Donegal House on Sunday night.

A big thanks to the officials: Josh, Peter G, Peter B and Derek.

Section setters were: Josh, Davey Trewin, Gabby Gundry, Paul Jackson, Rob McKay, Paul Mountstevens, Alan Honeybone, Ross Bristol, Shane Brons, Dave Chambers, Rodney Bolton, Peter & Ken Hosking.

Trial 2 (red line)



There were 6 entries in Trial 2 this year and the first two places were filled by junior riders.

Zack Furniss won day 1 and Finn Pearce won day 2. At the end of day 2 both were on the same score of 36 points and it could have gone either way on the third day. On Monday Zack lost 35 points and Finn dropped 49, so Zack was first overall and in doing so became the youngest ever expert winner of the Kaikōura at age 12. Pete Gledhill was third.

Trial 3 (yellow line)

In Trial 3 there were 12 starters. Glenn Smith was riding solo again after being Paul Jackson's sidecar passenger for the previous two years and he had the lowest score on each of the three days and was the overall winner. A tiebreaker was required to decide second place because Neil Belvoir and Wayne Furniss both had the same score of 89 points at the end of the 3 days. Neil had eleven more cleans than Wayne. Thirteen year old Luke Pearce rode green last year and stepped up to Trial 3 this year and finished 6th, five points behind Grant Ruthven who was enjoying riding again after having had a break from trials for a few years.

Trial 4 (green line) and Trial 5 (blue line)

T4 and T5 were the largest classes with 20 riders in each. Alan Honeybone and Kevin Tither both felt that age was catching up with them so they decided to enter green this year, after many years of riding the yellow line. Ross Bristol started in T3 but switched to T4 on day 2 after scraping his arm on a tree on Saturday. Daniel Clark was another rider returning to the sport after taking a break for a few years and he rode his TY250 Yamaha twin shock. Paul Jackson had decided not to enter sidechairs this time and rode his Fantic 240. The competition among the leading group was close throughout the weekend. Alan won the first two days and his 3rd place on day 3 was good enough to give him the win overall. Daniel who was third at the end of day 2, edged ahead of Kevin on day 3 to finish runner up.

In T5, Tui Scott was on a mission and had only dropped two points by the end of day 2. He stayed in front on day 3 to take the overall win. It was a very good effort by Tui who was having his first ride this year after having a prostrate operation in February.

K3D newcomer Rodney Bolton rode well on his EM for third.

Trial 6

Wayner Harper opted to ride his Honda twin this year for fun, and there was general agreement that it was the nicest sounding bike at the trial. Wayne won the class ahead of Peter Dunn who was riding his EM and Richard Latimer who was on his Vertigo. Richard has promised to bring his TY175 next year.

Junior



Leo Sincock

There were 9 juniors this year. The more experienced riders: Zack, Finn and Luke took the first three places in this class, but the other young riders also rode very well. 10 year old Leo Sincock rode his first Kaikōura and is this year's winner of the Moir Cup for best performance by a newcomer in Trial 6. Ben Pearce was on a full size bike this year, a 125 and he had a very good third day.

Women

There were 4 riders in women this year. Gabby Gundry rode T3, Shirley McDonald rode T4, and Christine Thompson and Emily Willard rode T5. Shirley had entered T5 but opted to ride T4 and she finished second to Gabby. Christine was third on her air cooled Fantic.



Twin shock

Daniel and Paul J had a good battle in the twin shocks. Rat was ahead by one point on day 1, Dan had a 3 point lead at the end of day 2, and on the final day which was the hardest, it was close again. Dan lost 27 points and Paul dropped 35.

Third place in Twin shocks went to Brent Downes who also rode the green line. This time the TLR made it to the end without shedding the rear brake as it did last year!

Dan Clark was the winner of the Jubilee cup for best prepared twin shock

Air cooled

Wayne Furniss rode his single shock TLM and won this class. Christine was runner up.



Team Fantic at the K3D: Christine, Ken, Peter H and Paul.

Sidechairs

Eight sidechairs entered this year's event, however, a broken finger to Amelia Ross a few days beforehand still wasn't right so John and Amelia didn't start. Jas and Hade Roberts had entered A-grade but their hastily put together outfit meant they had had some mechanical issues that caused a DNF on day one and they dropped to B-grade for the rest of the weekend.

That left 3 of us to battle it out in A-grade. I say battle but to be fair neither us or Josh and Davie really took the fight to Kendall and Hamish, and they ran away with it. Day 1, the easiest of the three, set the tone of the weekend as they outclassed us. An opening lap of zero was an impressive ride and they finished the day with just 6 points (a five & a dab). Meanwhile Davie and Josh and Paul and I slugged it out, with them edging us by 3 points. Unfortunately for us we had a wee spill early in the day which caused a little bit of discomfort for me for the rest of the weekend. In B grade Dave and Brian showed off their years of experience and finished clean for the day, a remarkable achievement. Rob and Emma had a good ride in second on 12 points. Simon and Hine had their day disrupted by Kahu's injury but still managed to get a result in third. Jas and Hade spent most of their day working on their chair trying to get their issues resolved for the next day. All in all, day 1 was pretty good with all the sections being rideable in both grades as Kendall and Dave demonstrated.



Day 2 was a different story. The sections for both grades were much harder, section 1 for A grade especially, had an ending that none of us could get up. Kendall/Hamish had the best attempt and actually got their outfit up the bank on their first attempt but were unable to stay upright. There were another couple of tricky sections with difficult righthand turns in them. One of them (section 9, I think), we decided to change the exit to prevent anyone getting hurt. However, yours truly with Paul in tow ended up on the intended line with disastrous results. Yep, poor Lynette got run over for the second time in a year!! Luckily no-one was hurt and Lynette got up with a smile on her face. I was certainly a bit shaken though as I thought I'd killed her. Once again Kendall/Hamish dominated and had opened up a sizable lead at the end of the day. Josh/Davie were starting to click and cemented second with Paul and I slipping behind by another 13 points. In B grade Dave/Brian once again set the pace with Rob/Emma close behind. The Roberts brothers finally got the chair working and joined the party, finishing third for the day.

Day 3 turned out to be a bit easier for us but saying that we did have to ignore a few blue arrows to make them rideable. We also didn't look at sections 1 & 2 as we were told we'd never get out of there. Once again Kendall/Hamish were far too good for the rest of us and took out a deserved win for the weekend. Davie/Josh once again put 13 points on us to finish second and that left us 3rd (and last). Dave/Brian continued their dominance in B grade and finished well clear Rob/Emma in second. The Roberts Boys were now back into it and were only four points behind in third for the day but their day 1 DNF meant they received no overall result. That left Simon/Hine, who were really starting to come to terms with the chair, to collect third place overall.

So thanks to all the organisers, section setters and property owners, it was another great K3DT. In closing let me quote Jason Roberts "Next year is our year!"

Oh and did I mention the weather was amazing!!

Derek Scott

Results

| Trial 2 | Day 1 | Day 2 | Day 3 | Total |
|----------------|--------------|--------------|--------------|--------------|
| Zack Furniss | 12 | 24 | 35 | 71 |
| Finn Pearce | 18 | 18 | 49 | 85 |
| Peter Gledhill | 46 | 46 | 70 | 162 |
| Kevin Pinfold | 34 | 63 | 84 | 181 |
| Simon Hopkins | 70 | 59 | 127 | 256 |
| John Ross | 38 | dnf | dns | |

Trial 3

| | Day 1 | Day 2 | Day 3 | Total | |
|-------------------|-------|-------|-------|------------|------------------|
| Glenn Smith | 3 | 8 | 52 | 63 | |
| Neil Belvoir | 20 | 12 | 57 | 89 | <i>72 cleans</i> |
| Wayne Furniss | 13 | 21 | 55 | 89 | <i>61 cleans</i> |
| Brendon Wadsworth | 22 | 22 | 54 | 98 | |
| Grant Ruthven | 29 | 46 | 76 | 151 | |
| Luke Pearce | 45 | 24 | 87 | 156 | |
| Malcolm Reid | 47 | 26 | 91 | 164 | |
| Laine Vickers | 36 | 43 | 104 | 183 | |
| Gabby Gundry | 65 | 30 | 102 | 197 | |
| David Steen | 74 | 53 | 113 | 240 | |
| Mitchell Sincock | 32 | 35 | dns | | |
| Kahu Jones | dnf | dns | dns | | |

Trial 4

| | Day 1 | Day 2 | Day 3 | Total |
|------------------|-------|-------|-------|------------|
| Alan Honeybone | 9 | 6 | 29 | 44 |
| Daniel Clark | 15 | 6 | 27 | 48 |
| Kevin Tither | 8 | 11 | 35 | 54 |
| Ross Bristol | 20 | 9 | 28 | 57 |
| Paul Jackson | 14 | 10 | 35 | 59 |
| Gavin Pearce | 11 | 11 | 40 | 62 |
| Ashley Lucas | 18 | 15 | 48 | 81 |
| Stephen Reij | 17 | 24 | 61 | 102 |
| Alex Robertson | 26 | 22 | 59 | 107 |
| Graeme Hibbs | 27 | 18 | 64 | 109 |
| Barry Schroder | 30 | 28 | 84 | 142 |
| Brent Downes | 26 | 27 | 103 | 156 |
| Shirley McDonald | 32 | 32 | 106 | 170 |
| Toby Schroder | 42 | 40 | 105 | 187 |
| Keith Ruthven | 34 | 22 | dnf | |
| Colin Kelland | 27 | 32 | dnf | |
| Peter McGrail | 22 | 18 | dns | |
| Brian Galloway | 22 | 23 | dns | |
| Dean Veitch | 27 | 32 | dns | |
| Gordon Westoby | 34 | 29 | dns | |

| Trial 5 | Day 1 | Day 2 | Day 3 | Total |
|--------------------|--------------|--------------|--------------|--------------|
| Tui Scott | 1 | 1 | 9 | 11 |
| Peter Hosking | 1 | 5 | 16 | 22 |
| Rodney Bolton | 0 | 8 | 23 | 31 |
| Steve Wade | 0 | 9 | 40 | 49 |
| Ben Pearce | 5 | 23 | 24 | 52 |
| Steve Fisher | 5 | 18 | 45 | 68 |
| Christine Thompson | 3 | 23 | 55 | 81 |
| Dave Davies | 2 | 36 | 44 | 82 |
| Chris Pascoe | 9 | 47 | 39 | 95 |
| Chris Presto | 18 | 26 | 59 | 103 |
| Peter Barnett | 26 | 44 | 44 | 114 |
| Jack Schroder | 16 | 38 | 64 | 118 |
| Maurits Roos | 7 | 60 | 72 | 139 |
| Ken Hosking | 34 | 41 | 67 | 142 |
| Emily Willard | 26 | 41 | 82 | 149 |
| Gary Allpress | 29 | 42 | 124 | 195 |
| Liam Ross | 12 | 57 | dnf | |
| Mark Waddleton | dns | 46 | 56 | |
| Chris Barclay | dnf | dns | dns | |
| Shane Hubbard | nc | dns | dns | |

| Trial 6 | Day 1 | Day 2 | Day 3 | Total |
|-----------------|--------------|--------------|--------------|--------------|
| Wayne Harper | 0 | 4 | 17 | 21 |
| Peter Dunn | 0 | 9 | 30 | 39 |
| Richard Latimer | 2 | 16 | 26 | 44 |
| Leo Hopkins | 23 | 41 | 49 | 113 |
| Craig Newbould | 21 | 32 | dns | |
| Leo Sincock | 14 | 48 | dns | |
| Dick Gardner | 1 | dnf | dnf | |
| Andrew Mitchell | 8 | nc | dns | |
| Evie Hubbard | nc | dns | dns | |

| Sidecar A | Day 1 | Day 2 | Day 3 | Total |
|---------------------------------|--------------|--------------|--------------|--------------|
| Kendall McDonald/Hamish Barnett | 6 | 37 | 27 | 70 |
| Josh Stones & David Trewin | 27 | 58 | 38 | 123 |
| Derek Scott/Paul Mountstevens | 30 | 71 | 51 | 152 |

| Sidecar B | Day 1 | Day 2 | Day 3 | Total |
|-------------------------|--------------|--------------|--------------|--------------|
| Dave & Brian Chambers | 0 | 32 | 7 | 39 |
| Rob & Emma McKay | 12 | 46 | 21 | 79 |
| Simon & Hine Jones | 102 | 134 | 48 | 284 |
| Jason & Hadrian Roberts | dnf | 84 | 25 | |
| John & Amelia Ross | dns | dns | dns | |

| Junior | | Day 1 | Day 2 | Day 3 | Total |
|---------------|----|--------------|--------------|--------------|--------------|
| Zack Furniss | T2 | 12 | 24 | 35 | 71 |
| Finn Pearce | T2 | 18 | 18 | 49 | 85 |
| Luke Pearce | T3 | 45 | 24 | 87 | 156 |
| Toby Schroder | T4 | 42 | 40 | 105 | 187 |
| Ben Pearce | T5 | 5 | 23 | 24 | 52 |
| Jack Schroder | T5 | 16 | 38 | 64 | 118 |
| Leo Hopkins | T6 | 23 | 41 | 49 | 113 |
| Liam Ross | T5 | 12 | 57 | dnf | |
| Leo Sincock | T6 | 14 | 48 | dns | |
| Eve Hubbard | T6 | nc | dns | dns | |

| Women | | Day 1 | Day 2 | Day 3 | Total |
|--------------------|----|--------------|--------------|--------------|--------------|
| Gabby Gundry | T3 | 65 | 30 | 102 | 197 |
| Shirley McDonald | T4 | 32 | 32 | 106 | 170 |
| Christine Thompson | T5 | 3 | 23 | 55 | 81 |
| Emily Willard | T5 | 26 | 41 | 82 | 149 |
| Eve Hubbard | T6 | nc | dns | dns | |

| Air Cooled | | Day 1 | Day 2 | Day 3 | Total |
|--------------------|----|--------------|--------------|--------------|--------------|
| Wayne Furniss | T3 | 13 | 21 | 55 | 89 |
| Christine Thompson | T5 | 3 | 23 | 55 | 81 |

| Twin Shock | | Day 1 | Day 2 | Day 3 | Total |
|-------------------|----|--------------|--------------|--------------|--------------|
| Daniel Clark | T4 | 15 | 6 | 27 | 48 |
| Paul Jackson | T4 | 14 | 10 | 35 | 59 |
| Brent Downes | T4 | 26 | 27 | 103 | 156 |
| Peter Hosking | T5 | 1 | 5 | 16 | 22 |
| Maurits Roos | T5 | 7 | 60 | 72 | 139 |
| Ken Hosking | T5 | 34 | 41 | 67 | 142 |
| Wayne Harper | T6 | 0 | 4 | 17 | 21 |
| Kahu Jones | T3 | dnf | dns | dns | |

A few words from... *SPANISH TRIAL NZ LTD*

The Kaikoura 3 Day Trial came and went very quickly, just like the year is racing by. Team STNZ/Vertigo travelled down with a small crew and came away with a couple of podiums, with the young 12 year old Zack Furniss taking top step of the podium in T2 (red). I rode with Zack all weekend, and marked him fairly I might add, and he was riding that Vertigo 225 like a pro 95% of the time. The other 5% of the time he was copying me and losing silly points and even sailed over the bars a couple of times, which I managed to avoid doing. I didn't take my A game to Kaikoura unfortunately. C game at best, I think. My Vertigo 250 went brilliantly though.



Third place on the T2 podium was one of our new to Vertigo riders Peter Gledhill, who's finally getting to grips with the 2025 Works 280. KP had to settle for 4th.

Laine Vickers from the Naki was our lone Vertigo rider in T3 and finished in 8th position. Laine broke an ankle in March 2024 which put him out of trials for 12 months but he's back and on a new MY25 250. His first Vertigo too, and loving it.

Both T4 and T5 were represented by Vertigo riders Ashley Lucas (T4) and Steve Wade (T5). Neither podiumed but both enjoyed themselves with Ash finishing in 7th and Wadey in 4th. I believe he was equal first on 0 points day one.

So a big thanks to the Vertigo riders and we'll aim for a bigger team next year for the 80th anniversary.

If anyone's looking to update their bike we do have 250 Vertigo's in stock. As well as Mots riding kit and parts for your trials bike. GasGas riders try us first. You'd be surprised what we have for GG's. One half of Spanish Trial NZ (Peter Boettcher) was the original GasGas importer for NZ from 1991 until 2009 so we like to look after you guys.

Kevin Pinfold

021 031 9897

Firstly congrats to the riders who rode in the 3 Day Kaikoura Trial, and special congrats to Rodney Bolton for “Best New Rider”, awesome to see.

As things progress at Motomox for the Electric Motion bikes we now have quite a range of trials bike parts and accessories, we also have Dunlop, Michelin, Golden Tyre and V Rubber tyres in stock.

We are stocking S3 products, a lot of the S3 products are common across Beta, Sherco, GasGas, TRS, Vertigo, Montesa and of course Electric Motion.

If you are looking for parts check out our website and hopefully we can help <https://motomox.co.nz/search?q=trials>

I have a new Electric Motion Trials bike setup now ready to rock so will be coming out to ride soon.

Cheers,

Paul, Deb and the Mox Team

Best first year rider



Rodney Bolton was the winner of the Falconer Cup this year for the best first year rider at the K3D and he also finished 3rd in Trial 5. The trophy is awarded to a rider in his or her first year of riding trials. Rodney's first Pioneer trial was in August last year.

Club Trials

Motunau Club Trial, 11 May (setters: Derek, Paul M, Glenn, Officials: Derek, Peter H)

We were lucky to have another warm day at Motunau this year. It was quite a contrast to the classic trial that some of us rode in the previous weekend at Onepunga Road, which was cold and very muddy and slippery.

The presence of two sidechairs added interest to this year's event. It's been a long time since we had a sidechair class at one of our monthly club trials. Kendall & Hamish and Derek & Paul M were getting some practice in before Kaikoura.

It was also good to have two of our northern members, Alex Robertson (Blenheim) and Stephen Reij joining us.

Trial 2 was close, Glenn's low score of 9 points on lap 3 giving him the edge over Arron and Simon.

Ross had a comfortable win in Trial 3 and Stephen topped Trial 4 with Peter McGrail close behind. Nick Smith was unlucky. He had come to Motunau to get some practice for the 3 day, but had a fall on the first lap and injured his wrist which put him out of the Kaikoura.

Dave Chambers topped Trial 5, while Rodney Bolton showed that he is getting to grips with his new EM Epure and was only 2 points behind Steve. Dick and Peter D had their usual contest with Dick coming out on top this time.

Thanks to Scotty, Paul and Glenn for setting the sections and to Pete G who didn't ride but drove up to Motunau to pick up the club trailer and take it home.

| Trial 2 | | Trial 5 | | Sidecar | |
|----------------|-----|--------------------|-----|-------------------------|----|
| Glenn Smith | 64 | Dave Chambers | 3 | Kendall McDonald/Hamish | |
| Arron Eades | 70 | Steve Fisher | 10 | Barnett | 27 |
| Simon Hopkins | 71 | Rodney Bolton | 12 | Derek Scott/Paul | |
| | | Christine Thompson | 27 | Mountstevens | 54 |
| | | Peter Barnett | 40 | | |
| Trial 3 | | Trial 6 | | | |
| Ross Bristol | 41 | Dick Gardner | 3 | | |
| Peter Hosking | 69 | Peter Dunn | 9 | | |
| Trial 4 | | Leo Hopkins | dnf | | |
| Stephen Reij | 28 | Air Cooled | | | |
| Peter McGrail | 34 | Christine Thompson | 27 | | |
| Alex Robertson | 39 | | | | |
| Nick Smith | dnf | | | | |

Hurunui Bluff Trial, 22 June - A Matariki Challenge to Remember! (section setters: Josh, Peter G, Wayne, Bodie. Officials: Josh, Peter G)

Matariki weekend took us out to the brilliant setting of Hurunui Bluff, and to my surprise, it was actually my first visit! I'd been mixing it up with our other North Canterbury venues! The long gravel road in set the scene nicely, and the place properly impressed me. Mind you, I've never felt a colder morning in New Zealand!

A keen crew of setters braved the frost on Friday and had the sections sorted before midday, which was a relief compared to those long setting days that can drag on till tea time.

On comp day, we were all hopping about, arms crossed breath rising trying to stay warm during the rider's briefing. But the real challenge kicked off in at Section 1 dropping into the creek, then scrambling up a loose river stone hill that caught plenty off guard, though it eased up a bit as the day went on.

Sections 2 and 3 followed in a similar style before the course carried on into a cracking gully lined with greenery and a narrow, winding stream. Most grades had a go through the creek, and T2 riders ended up taking on a step up challenge after Brendan Wadsworth talked about hopping the deeper bit though I'm still not sure I saw him tackle it! Brendan did a top job helping newer riders too, turning the day into a bit of a coaching session, fair play to him for that. Further up the gully, things got even more testing slippery logs, deeper mud, and loose riverbanks



pushed T2 and T3 to suck it up. I saw at least three bikes upside down, but there were far more smiles than moans!

It weren't an easy day, but who'd want it easy? I'm calling this one "Trial by Frost," and I reckon it's my favourite ride so far this year. Thanks a load to everyone who came out to help, ride, or pack up it's folk like you that keep Pioneer ticking. I'm looking forward to seeing you all at the next one!

Peter Gledhill

Trial 2

| | |
|----------------|------------|
| Peter Gledhill | 68 |
| Tom Beedles | 77 |
| Leo Housman | 95 |
| Josh Stones | 109 |
| Arron Eades | 115 |
| John Ross | dnf |

Trial 4

| | |
|------------------|-----------|
| Wayne Harper | 16 |
| Brent Downes | 26 |
| Shirley McDonald | 38 |

Trial 3

| | |
|-------------------|-----------|
| Ross Bristol | 22 |
| Alan Honeybone | 55 |
| Paul Delis | 70 |
| Brendon Wadsworth | nc |

Trial 5

| | |
|--------------------|-----------|
| Dave Chambers | 3 |
| Christine Thompson | 9 |
| Steve Fisher | 12 |
| Peter Barnett | 26 |

Trial 6

| | |
|----------------|------------|
| Peter Dunn | 0 |
| Dick Gardner | 4 |
| Bodie Harper | 8 |
| Leo Hopkins | dnf |
| Patrick Shaw | nc |
| Mark Blackburn | nc |
| David Pergamo | nc |

Aussie Nationals

Pioneer member, Garry Connell, rode in the Australian Trials Championship which was held in Queensland in June and finished 3rd in the Trial 5 open class. Garry lives in Mount Lawley, Western Australia and he joined the club last year to get a MNZ licence to ride in the nationals at Alexandra. He is planning to come to New Zealand again this year to ride in Taranaki.

Garry said "It was an awesome weekend at the 2025 Australian Moto Trials Championship just outside Toowoomba. A fantastic trials property coupled with perfect weather made for a great event.

The trial was a tough one with the 30 sections ridden 3 times. Some big hill climbs and descents that were a close your eyes, point it down and hang on scenario ..."





Beta Rider Harry Hemmingway (UK) is currently leading the World Trial 2 class onboard his factory 300cc bike after 5 rounds. Harry's younger brother George is currently sitting in 6th position. Beta GP rider Matteo Grattarola is currently holding a strong 4th position in the series.

The dominance of the Beta brand was clear again in the recent first rounds of the British Championship. Beta riders occupied positions within the top three across all grades, often two of the three positions which once again proves the popularity of the brand for all levels. That super smooth power delivery, easy to ride, low maintenance, and high build quality show why it is the number one brand to be on.



Here is our local lad Patrick Dillon on board a 2025 Evo at the recent Scottish Six Day event. Once again Beta was the brand of choice with the highest number of competitors at this event. The latest evolution in trials from Beta providing all new suspension front and rear for 2025. Larger diameter front forks providing better stability and an all-new rear shock doing the business to get you smoothly over any type of terrain. Along with this new stunning red and grey colour scheme it really looks the business.

I have one of these brand new 300cc bikes ready for immediate sale if you are looking for your next bike that guarantee's a smile on your dial every time you ride it.

I also currently have my own 2023 Evo 300 all red bike for sale at a special price. Contact me for details or check out the Trademe or Trials bikes for sale NZ pages.

I also carry the largest range of genuine Beta spare parts in NZ as well as some aftermarket parts for Beta bikes. If you need something for your Beta, then I can help you. Plus, I have a supply of Michelin front and rear tires in stock.

Laugesen Trials, for all your Beta needs.

021 686024

Marlborough Trials Centre news



New Betas have arrived and one has been sold to a new member of the Dunedin club.

In the last 12 months since we have moved south we have introduced 7 new people to trials riding in Canterbury who have subsequently brought bikes from us.

Available from 7th July will be second-hand parts from a 2015 Sherco 300 Factory which we will be wrecking. Forks already sold, wheels, shocky, footpegs, master cylinders, brakes, engine parts, frame etc. still available.

New stock of Apline Star Tech-T boots have arrived.

We are currently increasing stock of our Twin shock, Beta and GasGas parts. For the older bikes we do have some of Bob Cooke's old stock left.

We order monthly from factories in Europe so if we don't have it here, we can most likely get it with our stock order.

Importer/stockist: Sherco, Scorpa, Montesa, TRS, Beta. S3, Jitise, SKF, Michelin, Dunlop, Renthal, Hebo, Gaerne, Alpine Star, Galfer.

You may not know that we stock heavier fork springs and shocky springs for most makes and models, including 31mm Twin shock fork springs.



We also have in stock fuel solutions for those who need a longer range – the Hebo Auxiliary Fuel tank 1.1 litre which fits on the forks.



Sherco rider **Jack Peace** has etched his name into motorcycle trials history by clinching his first victory at the prestigious **2025 Scottish Six Days Trial (SSDT)**, held from **May 5 to May 10**.

Peace showcased exceptional skill and endurance across the demanding Scottish Highlands, securing his victory with consistent performances throughout the week. His triumph follows a strong second-place finish in the 2024 SSDT and adds to his accolades, including the 2024 Trial2 World Champion and 2023 ACU Trial GB Championship titles.

Fellow Sherco rider **Adam Raga** made a remarkable return to the SSDT after a 25-year hiatus, securing an impressive **2nd place** finish with the **Sherco ST 300 Raga Replica**.

In the women's category, **Emma Bristow** continued her dominance by clinching her **12th SSDT victory**, further solidifying her status as one of the sport's greats.

Congratulations to all Sherco riders and the entire team for their outstanding performances at the 2025 SSDT!

Nelson Marlborough Trials Centre Ltd

10 Willowby Lane

Rangiora, Canterbury, 7400

Montesa, Scorpa, Sherco, TRRS, Beta

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Email sherco@trialsnz.co.nz montesa@trialsnz.co.nz scorpa@trialsnz.co.nz

Web www.trialsnz.com

TRIALS BIKES FOR SALE

MONTESA

| | | | |
|-----------------------------|-----------|---------------------|-------------|
| 2024 Montesa Cota 4RT 260 | New | \$16,995.00 special | \$15,500.00 |
| 2025 Montesa Cota 4RT 301RR | New | | \$20,995.00 |
| 2022 Montesa Cota 4RT 301RR | 130 hours | | \$11,500.00 |

SHERCO Racing EFI

| | | | |
|------------------------|-----|--|-------------|
| 2025 STF250EFI Factory | New | | \$POA |
| 2025 STF125EFI Factory | New | | \$15,695.00 |
| 2022 ST250 Factory | | | \$9,495.00 |
| 2019 ST250 ANIVERSARY | | | \$7,895.00 |

SCORPA Racing EFI

| | | | |
|-----------------------------------|--|--|-------|
| 2025 Scorpa SCF250EFI Factory New | | | \$POA |
|-----------------------------------|--|--|-------|



TRS

| | | | |
|---------------------------------------|-----|--------------------|-------------|
| 2025 TRS125 One RR Kick Start | New | | \$POA |
| 2025 TRS250 One RR Electric Start | New | | \$15,300.00 |
| 2025 TRS280 One RR Electric Start | New | | \$15,300.00 |
| 2025 TRS300 One RR Electric Start | New | | \$15,300.00 |
| 2024 TRS250 One R Kick Start 225 | New | | \$12,200.00 |
| 2024 TRS300 XTRACK One Electric Start | | | \$15,995.00 |
| 2024 TRS280 RR Non-Electric Start New | | \$13995.00 Special | \$12,995.00 |
| 2022 TRS250RR Electric Start 120 hrs | | | \$8,500.00 |
| 2021 TRS280RR Kick Start | | | \$8,000.00 |

GasGas

| | | | |
|------------------------------------|--|--|------------|
| 2021 GasGas TXT300 Racing 75 hours | | | \$8,250.00 |
| 2019 GasGas TXT300 GP | | | \$7,500.00 |

Beta

| | | | |
|----------------------------------|-----|--------------|-------------|
| 2025 Evo 80 Junior | | | \$8,895.00 |
| 2025 Evo 80 Senior | | | \$9,325.00 |
| 2025 Evo 125 | | | \$14,300.00 |
| 2025 Evo 200 | New | DUE MID JUNE | \$14,450.00 |
| 2025 Evo 250 | New | DUE MID JUNE | \$15,450.00 |
| 2025 Evo 300 | New | DUE MID JUNE | \$15,870.00 |
| 2025 Evo 250 Factory | | | \$16,300.00 |
| 2025 Evo 300 Factory | | | \$16,700.00 |
| 2024 Evo 200 Factory DM 20 hours | | | \$13,495.00 |

Kids:

| | | | |
|---|--|--|-------------|
| 2017 Vertigo 50cc Petrol Automatic New Piston Kit | | | \$2,500.00 |
| 2025 TRS80 One Kids Bike New | | | \$10,500.00 |

Kids Electric Bikes

| | | | |
|---|--|--|-------|
| NEW 20.0 TRS Electric Trials Lithium Battery Thermo Cut Out | | | \$POA |
|---|--|--|-------|



COME VISIT OUR NEW TRAILER FULL OF PARTS & ACCESSORIES.



Brendon & Cathy Wadsworth
10 Willowby Lane, Rangiora 7400, New Zealand.
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Email: scorpa@trialsnz.co.nz
www.trialsnz.co.nz

Bikes, parts, spares...



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Contact: Donald Treloar 027
4748996, Donna Symes 027 6678921
sales@oset.co.nz
www.oset.co.nz

SPANISH TRIAL NZ LTD



Contact: Kevin Pinfold
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kpatrials@xtra.co.nz

KAPITI MOTORCYCLES LIMITED

NEW ZEALAND

After market trials spares



Contact: John Lawton
ph. 04 297 0240
NZTrials@xtra.co.nz



**10% discount for PMCC members
on trials related products.**

Contact Sam Davison
ph. 377 1881

Some Trick Bike Mods

One rider with a new TRS developed a trick mod to prevent water getting into the airbox. He packed the area above the airbox with foam. It worked a treat. It was so good it even prevented the air getting to the airbox. The next pre-trial mod was removing the foam so the bike would run.

I rode the Hurunui trial with Paul Dellis on his new EM 4 speed. This bike is super trick. After it threw him off into the creek, he got his phone out and used an app to reprogram the bike, to make it a bit tamer I am looking forward to the app that can program the rider to go better.

Peter Beyere's Sailing Adventures

As you can see from his story following, Peter is a different type of person. I met Peter though his business maintaining small engines. He is in a different league to other people in his industry. The broken things you took to him always came back better than they left the factory.

One of the problems I found dealing with Peter was that when you dropped something off for repair, you would waste an hour of his time talking about his latest project.

Peter has raced a classic Ducati for years, and an overpowered modern one at Ruapuna. These bikes are always in amazing condition.

One project that left me in awe was a short wheelbase Landrover that Peter had. I thought it was reasonably tidy. Peter took it apart [I mean every bolt] and rebuilt it to a standard the factory still doesn't know is possible. It was an amazing vehicle.

Before this project was finished Peter was planning his next, which turned out to be buying a 52-foot yacht in America, knocking it into shape to sail home, and then having an adventure sailing across the Pacific. He then worked on this boat, getting it ready for the ultimate adventure. He decided that a 52-foot boat is too hard to sail solo so began looking for another, which is where his story begins.

This is an awesome story of a great engineer and adventurer. I am sure you will enjoy it.

Alan

p.s. Peter currently rides a Sherco in Clubman A

In 2022 I flew to Sweden to look at a yacht on an island of Orust where the manufacturing base of Najad Yachts lives in a town called Hana.

There I found the yacht a Najad 490 I had enquired about by emails with the broker. As I flew over the owner decided he no longer wanted to sell it, so I arrived to look at a yacht on the other side of the world that was not for sale.

The broker couldn't do anything about it but everything has a reason. The Najad was around NZ\$1 million.

The broker showed me through the Najad and Hallberg-Rassy factories where I learnt a great deal about their yachts. After the tour I flew to Holland and had a look at 5 Hallberg-Rassy yachts but they were too worn out for me.

After my tour around Holland I flew home to NZ. After a couple of months I felt like I didn't want to give up so after looking around the world and finding more rubbish I got on the next plane and back to Holland where I started my search again and immediately found a Najad 441 in Greece, so I flew there immediately and found the yacht on an island called Agena just below Athens.

I met the British owners there, checked it out and purchased it for NZ\$330,000 one third of the price of the first one.

Went to work and fitted it out and splashed it and headed straight for Poros at the bottom of Greece. On arrival I chucked the anchor over and went to bed and slept for a couple of days.

What a wonderful experience arriving in such a safe harbour and lovely people so started to explore the island. I was going to travel under Greece to Italy but heard the Corinth Canal was opening so changed plans and headed north. I passed Aegina again and arrived at the canal and with around 80 other yachts and a fist of cash and passed through to Korinthiakos Kilpos and zigged zagged through the pass through the most amazing places ever, to finally come out in Kerkyra, an island so wonderful that I stayed there for around 3 months.

My Shegan visa had run out which was a problem and expense so checked out of Greece for Albania but never left Greece just stayed in the same anchorage with a smile. Time flew by so I headed to Messina and ghosted up the pass then headed towards Cagliari in Sardegna. It's one of the poorest parts of Italy but is really family orientated and has the best coffee and food.

Next stop Menorca - for one night only as it was totally overcrowded and there was no safe place to leave the yacht for a look around. I sailed south to Mallorca to a harbour called Porto Colom to head off a storm coming my way.

It was a sheltered bay full of mooring buoys so I purchased one and stayed for a week while the weather settled down. The night of the storm was horrendous with yachts dragging their anchors, one coming straight for me but at the last moment he managed to get the anchor up and motored behind me only meters from the rocky shore and so the night went on with many doing the same and out of control. In the morning I saw a super yacht that had run aground.

I left for the top of the island to a bay called Bahia De Pollensa where I waited for my friends to arrive from France on their yacht. We stayed two days and left for Puerto de Soller which is on the west side of Mallorca. It's a lovely sheltered bay with a wonderful town surrounding it. We stayed there two nights crowded in with the rest of the yachts then left for Isla Dragonera, an island just off the bottom of Mallorca.

We passed between the island and the mainland then the race started to Formentera an Island just below Ibiza. We were fast but not faster than each other until the wind picked up and I reefed down so my friends won on their big 53 foot yacht. I arrived in the middle of the night in Formentera and was guided into a safe anchorage by my friends and slept like a baby.

The following morning was a real surprise. There were yachts everywhere and I hadn't hit any on the way in. Super yachts, some of the biggest in the world were right beside me. I stayed there for around 2 weeks enjoying the view with my friends.

I then sailed to Spain to a harbour town called Torrevieja where a crew member joined. We hauled the yacht out to replace the cutlass bearing and give it a new coat of anti foul. Four

days later we splashed and stayed in the marina a couple of weeks while we looked around and prepped the yacht for some hard sailing to Gibraltar. A storm arrived and the marina was no longer a safe place but I had to stay as getting the yacht out would have damaged it. What a horrid place. All looks good until it doesn't.



Spain is now rather over populated and not that pleasing to the eye so I was glad to leave for Gib. First stop was Golfo De Almeria which is at the bottom of Spain. It was a hard sail there with strong winds and a front coming our way so I stayed in the bay for a couple of days with my Canadian and German friends on their yachts who were also heading in the same direction.

Finally the front passed and early one morning in the cold we set off for Gibraltar. It was

hard going with currents up to 4 knots. Never before had I sailed in such odd conditions with currents that made you think your instruments were deceiving you but were correct.

My new crew member took it hard with sea sickness and lethargy. The strong winds stayed all the way to Gib and finally we passed under the rock and to a reasonable anchorage. My

crew member became anxious with the sailing and started to be abusive so I called the port Police and had him removed. Drugs are a person's worst friend. He had told me he had taken through his life every kind of drug. You don't know this until after the event.

My friends arrived with their yachts and they found a new crew member at the yacht club for me so we all left around 4 am to cross the Strait of Gibraltar heading for Cabo Espartel which is at the top of Morocco. Around ten of us left all heading for the Canary Islands way down the coast of Morocco. All went really well and I arrived at Cabo Espartel where I finally turned on the VHF radio and heard that one of the yachts had sunk and another one was also hit and damaged by Orca's but was being towed to a harbour.

I knew about the Orca's so in Spain I had purchased an electronic Pinga that you tow behind the yacht weighted down by two large anodes so it stayed around 2 meters below the surface. It sends out a sound that the Orca's don't like which keeps them away. It wasn't cheap but in my case it worked and I never saw an Orca. We kept on sailing south and came across a big ship unloading contraband to a very small boat which is common so I passed it without incident and shrugged my shoulders as that was life around here. Not my problem.

Finally we arrived in the Canary Island to find the marina full of ARC yachts. I thought I was well in front of them but many had arrived very early so all we had was a place to anchor outside the marina in the main shipping area in around 75 feet of water. It was hard work as all the fuel and food needed to be brought to the yacht using the RIB (dinghy) with its powerful 2.5hp outboard motor. It was windy with fronts coming all the time but we managed to get provisioned and started to look for a good time to leave. Many more yachts arrived along with my friends and I saw the many problems they had including my Canadian friends with broken lower rigging that had just been replaced in Greece. There was so much damage to so many yachts.

One family while sailing here were taken off their yacht by helo as they no longer wanted to sail and left the yacht to the ocean.

I checked out of the EU and the person behind the desk asked how was the trip from Greece, I said hard work and he laughed. As I said earlier I had checked out of Greece for Albainia but never checked back in before arriving in the Canary Islands I checked in then out.

We left early on the 05-11-2023 heading south for Cape Verde Islands along with many others. The total number, including the ARC yachts was around 475 all heading the same way with us slightly early. There are many ways of crossing the Atlantic so you pick what you feel is the best option for the day and so we did.

To continue reading Peter's story about crossing the Atlantic, passing through the Panama Canal and visiting Pacific Islands [click here](#)

Club contacts:

| | | |
|--------------------------|--|-------------------|
| President: | Josh Stones | ph. 027 403 9479 |
| Vice president | Paul Mountstevens | Ph. 027 482 0045 |
| Secretary: | Peter Hosking | ph. 021 027 16940 |
| Treasurer: | Rhys Bayliss | ph. 027 637 6755 |
| Club Captain: | Derek Scott | ph. 027 432 3646 |
| Committee members | Peter Gledhill, Simon Hopkins, Rob McKay | |

Next events

| | | |
|-------------|---------------------------|------------------------|
| 20 July | Club trial | Glenelg Spur |
| 9-10 August | South Island Championship | Kaituna/Western Valley |
| 24 August | Club trial | Omhi (new property) |

For more information see the [upcoming events](#) page on the Pioneer website or events on the Pioneer Facebook page.

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.

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