



# Megaphone

Newsletter of the Pioneer MCC

Spring 2025

## NZ Trials Champs entry form

Entries are now open for the NZ Championship on 25-27 October. The entry form and event info is [here](#). Entries close on Monday 13 October.

## Oceania update from Pete G

This year's Championships come with huge anticipation following last year's cancellation. With New Zealand set to host the Oceania Tournament, there is plenty to look forward to.

Australia have already confirmed their team, and work is well underway to finalise the New Zealand line up. Due to the late timing of the [Australian announcement](#), the NZ team will be selected by committee rather than through an expression of interest process. Riders will be chosen based on their preparation, ability, and suitability to represent New Zealand on this stage.

We look forward to a strong show of support from the trials community. These events cannot grow and thrive without the backing of our riders, clubs, and supporters. With Oceania competition

returning to our shores, it's an opportunity to showcase the very best of NZ Trials both on and off the bike.



*Spotted at the SI Champs: Gareth's bike rack on his Toyota MR2. He has made it so that when he is not carrying the bike he can still mount his roof tent on the MR2 for camping.*

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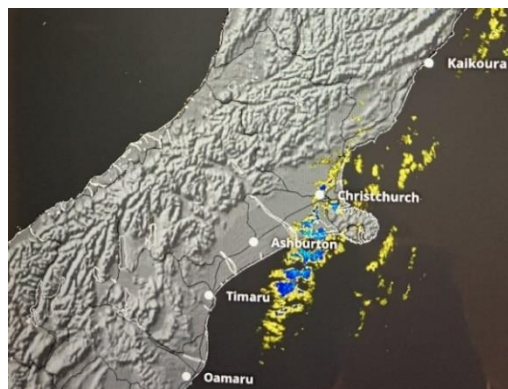
- \* South Island Champs
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## South Island Championship, rounds 3 & 4 - 9th-10th August

The final rounds of the South Island Trials Champs attracted 48 entrants including eight riders from North Island.

Unfortunately, while most of the South Island had a fine weekend, a band of rain spread over Christchurch and Banks Peninsula. The rain began on Friday afternoon and was heavy overnight which made the first day at Kaituna very slippery and muddy. It was also cold enough for a light dusting of snow to fall on the hills above the Valley.



The next day at Western Valley, the rain was persistent all day, making this the wettest trial at these properties for about 20 years.

Saturday was a tough day requiring a lot of physical effort to get through the sections and there were high scores. On Sunday morning a small team (Pete G, Brendon and Hamish) went out early to ease the sections at Western Valley and make them more rideable.



*Here are a couple insights into what the weekend was like from Patrick and Rodney:*

### Trial 2

The final rounds of the South Island trials champs held in Christchurch weren't for the faint hearted! After all the hard work done by the Pioneer Club to make some nice sections, the weather had other ideas. The few layers I brought down were barely enough with a fresh sprinkle of snow, sleet and hail around us at the trial.



**Day 1** had a mix of sections near the creeks. Plenty of mud with the consistent amount of overnight rain meant the sections were tough. It was easy to drop points from not being smooth on the brakes or throttle. I enjoyed a few of the steep sections where we used 4th gear from a standstill to try tackle the hill sides.

**Day 2:** Just when I thought Day 1 was going to be the tough day, we were wrong! More rain fell overnight and during the day. The rocks were super slick and the mud was thick. The hillside sections were tricky and momentum was your friend at this point. The sections changed a lot from the start of the day, so trying to find fresh lines with some traction was key.

Big thanks to the club for putting the event on, the observers who braved the cold conditions and a massive thanks to Alan and Isabel for hosting me for the weekend.



**Patrick Dillon**

### **Trial 5 - Mud, rain, freezing but fun**

The rain didn't just fall; it fell with a determined fury, a relentless downpour that turned the South Island trials event landscape into a slick, unforgiving mud bath. It was my first championship competition, and the weather gods seemed intent on testing my resolve. This wasn't the picturesque, scenic trials riding I'd imagined—this was a two-day baptism by fire, and the first day was pure survival.

The course was a greasy nightmare, each section a new puzzle to solve on a surface with all the traction of a wet bar of soap. My scorecard quickly began to look like a phone number, ticking over 100 penalty points by the end of the day. The climax of my Saturday struggle came at **Section 9**. The "easy" blue line was impossible, so I opted for the red line, a near-vertical, five-meter cliff face, that's how it felt. Three times, I faced that wall, my heart hammering in my chest, determined to conquer it. I may not have ridden it perfectly, but each attempt was a small victory against the overwhelming odds.



Sunday brought a slight reprieve from the rain, but the cold lingered, seeping into my gear and turning my fingers into numb, unresponsive claws. Despite the frigid conditions, the course felt more manageable. I found my rhythm, navigating the sections with a newfound

confidence, and my score reflected it: a much more respectable 33 points. The improved performance was a welcome boost, but the camaraderie of the trials community was the true highlight. The encouragement from fellow riders was a powerful motivator, and a special thanks goes to **Dave Chambers**, whose coaching and advice were invaluable.

As the event wrapped up, I was buzzing with a mix of exhaustion and exhilaration. At the prize-giving, I stood there, still trying to grasp the scoring system, when they called my name. To my utter shock, I'd placed **third** in the T5 class. It was an incredible end to a gruelling weekend. A huge thank you to everyone who made the event possible, especially the dedicated observers who stood out there for two days in the frigid, wet conditions. Your perseverance was nothing short of amazing. This competition was a steep learning curve, but it's an experience I'll never forget.

Riding an Electric Motion Factor E, I was still in a learning curve but the bike performed very well. On Saturday I eventually found 3rd gear was best for mud, easing the motor response and gaining more traction. Battery consumption was good leaving over 60% by day end. Charged up overnight, just in case. Sunday had more hills but that's a double edge sword on electric, more power used up hill but plenty of regeneration on the down hills, finishing the day with 60% still in the battery. Could have done both days on one charge in theory.

Looking forward to next year.

**Rodney Bolton**

The prize giving was held at the Little River Inn where the warm room, food and drinks were much appreciated by the riders and observers who attended.

Congratulations to this year's South Island Champions: Ryan Hampton (Trial 2), Glenn Smith (T3 and Vet 1), Grant Anderson (T4), Wayne Harper (T5 and Twin Shock), Peter Dunn (T6), Hamish Barnett (Air Cooled), James Lawton (Junior), Gabby Gundry (Women), Neil Belvoir (Vet 2), Max Blanchard (Mini 1), Leo Hopkins (Mini 2), and Jake Blanchard (Mini 3).

Thanks to Pete G for organising the event and the small band of people behind the scenes who contributed to the running of the weekend, in particular Peter B, Lynette and Cathy; and a huge thanks to the observers.



The results for the South Island series and the results for rounds 3 & 4 of the South Island Championship which were held on the weekend are on the **Trials.NZ** website:

[https://www.trials.nz/files/ugd/631f5a\\_0d18d00b41484ed392047204cddfc18c.pdf](https://www.trials.nz/files/ugd/631f5a_0d18d00b41484ed392047204cddfc18c.pdf)

## Year of the Ride - Highland Classic 2025

For all trials enthusiasts riding the Scottish Six days is the holy grail. For most antipodeans life's journey usually gets in the way of dreams and aspirations and so it was for me. I would have loved to have ridden the Scottish back in the day but it just seemed a bridge too far.

Fast forward 40 odd years, and after being diagnosed with a serious blood disorder in 2021 and spending two years trying to manage this debilitating condition, then visiting Scotland on holiday and catching the Highland Classic as a spectator the desire to return to ride was lit.

With help from Peter Boettcher and Steve Bamford (rode with Steve in 1979 in Wales) who now runs Casa Montes Trials Holidays in Spain, with much planning and a lot of help from Steve's best mate Jeremy Clark based in Lancashire, a bike was secured so that the dream could become reality.

The Highland Classic is an old school trial run on nonstop rules by the Inverness and District Motorcycle Club on the Alvie Estate just out of Aviemore with a yearly theme (2025 being the British Two Stroke edition) to honour different iconic brands of observed trials motorcycles and is billed as the most friendly classic trial.

The original plan had been to ride the Highland Classic, the Ventoux Teams Trial (France) followed by the Santigosa Two Day and the Costa Brava trial all of which take place in the northern autumn – six months away was ultimately replaced with doing two trips to achieve the plan (mainly due to the costs which were starting to blow out with the weakening NZ Dollar).

To successfully ride in the UK when undertaking a short trip Kiwi's really need a mentor and someone to do the heavy lifting to allow for a much more enjoyable experience. Step up Jeremy Clark, never met him and he didn't know me from a bar of soap, who going on the words of his best mate unwittingly allowed Vicki and I into his life with promises of bikes, transport, fun and merriment – couldn't say no so off to the UK we went in early May.

Fortunately, Jeremy lives in Southport Lancashire so is central to all great trials riding places in trials folklore. Two days after arriving we are off to ride a trial in North Wales run by the Gresford Classic Trials Club on the banks of the Llangollen Canal.

Great venue, beautiful sunny day around 24 degrees, no wind, 100 odd riders and a Butty Van if you needed a coffee and a butty. Well organised, so many different grades, laid back and casual with 10 sections of 4 laps over a 2 kilometre loop with me riding Intermediate Twin Shock. First shock - 11.00 start and everybody is gone and Jeremy saying let's get a move on – which was to be the theme for the day and I'm thinking we'll just cruise along, lovely day etc. Section standard was on the easy side similar to easy T4 here in NZ, just right to get use to riding an old Bulty. First section clean, then second wrong side of the marker for a 5 – in the UK you follow a coloured marker for your grade and ride gates (my grade



blue markers) but I went between the blue and a red marker for a “clean” and a valuable lesson on how to read the sections. 2 o’clock, riders have all finished, all at the Butty van getting their complimentary bacon and egg butty, a bit of small chat and all gone by 2.30. No wonder Jeremy was at me all day to get moving. Had a great day of riding, up and down banks, a little mud and water (currently UK is in drought), a few small logs and tight turns finishing second, so pretty happy. Was really impressed at how immaculate and well prepared the bikes were and with how friendly people are – what you’ve come all this way to ride trials!

No more trials were planned before going to Scotland due to Jeremy having a full schedule so we fitted in one day for fettling and riding the bike for Scotland – Jeremy has 14 Bultacos to choose from and wanted me to ride a fully reconditioned 340 Bulty, thought it would suit me better – man are these guys passionate about trials – different level that’s for sure.

Off to Scotland and the excitement mounts as we cross the border. First trials stop is to spectate at the Alba Two Day Classic trial run by Kinlochleven Motorcycle Club at the Bridge of Orchy near Fort William, a great venue and again immaculate bikes and amazing riding standard, pretty motivated after watching all the boys and girls having so much fun. Next onto Inverness.

June 6th Aviemore our base for the next three days. The team (Jeremy, Trevor Bennett, Chris Brooks, Malcolm Bell, Snowy – James Snowden, Vicki and me) meet at the Winking Owl for the traditional pre trials banter and for Vicki and I to get to know some of the crew.

Saturday dawns overcast and cold with snow on the hill tops but not enough to damper the enthusiasm. 200 riders, being piped in to the briefing, all these amazingly restored pre-65 and classic trials bikes surrounded by trials legends – guest of honour Norman Edgar, with Bernie Schreiber, Mick Grant, Derrick Edmonson, Gary Macdonald, John Moffat (Trials Guru) and all the others who have a common passion and obsession of riding classic trial. All the overseas riders are introduced (German, Irish and NZ), briefing follows and the trial starts. Norman Edgar and John Moffat personally welcome and send every rider off – two riders per one minute intervals. The trial is two laps of 20 sections over about a 12 kilometre circuit across Scottish moors, hills and valleys, the atmosphere is just amazing with everybody just chomping at the bit.

I’m rider 190 riding the non expert line and Chris Brookes is 191 so I have a riding buddy that will really help throughout the weekend. By the time Chris and I



start the first riders have already begun their second lap which really puts the squeeze on our time cut off due to the queues.

Just getting to the first section is reasonably difficult (rain and more rain and numerous muddy rocky gutted climbs) and I'm thinking what have I done – where's a modern bike when you need one! First section a nervous dab at the end pegs but all good, Chris goes clean – it's on. The section standard is about a hard T4 North Island, technically very challenging with heaps of variety, no big steps or drops, concentration and skill is the name of the game. Chris and I are very evenly matched which will make for a great weekend's riding. Worthy of note that gardening (definitely not allowed) and waiting for the perfect line is a waste of time – pressure of time cut off and penalty points, queues of up to 40 odd riders at some sections and what you walk and ride are completely different, so picking your line is more about reference points where you need to be before going to the next point, so throttle control and balance tied into instinctive control and sensitivity are the key to riding well.

Lap 1 done and dusted with a loss of 5 marks so very relieved but knowing already that I'm going to get my butt kicked as the riding standard is so high – the winning ride for the two days in my grade was 2 marks lost – pretty amazing! These riders just don't put their feet down or make any mistakes and when watching "Gary Mac" doing hops, two wheel 90 degree or better turns, jerk pivots all while maintain forward momentum – absolutely spell binding, this all on a pre 65!

Into lap 2 and the rain is heavier and the cold is more intense with the riding between sections starting to take its toll and the mistakes come – wrong side of a marker and then a misjudged muddy step and a second five with 10 points for lap 2 and just inside the time limit, 17 points for the day and really just happy to have finished.



Day two and the rain has gone and the riding start changes – first one hundred riders start second, my one hundred start first and the lap direction is reversed with 18 sections ridden twice. This gives Chris and I a great starting position so into it – first 6 sections are clean so feeling great, silly three on section 7 after misjudging one rock but still not too bad. Sections are of a great standard and very rideable if you are good enough. Finish lap 1 with two further dabs with Chris and I level pegging – who says this only about having fun!

Lap two starts disastrously with a five on a section easily cleaned on the first lap – steep loose rocky climb going too slow, hit a rock wrong lost control and rear wheel hit a marker. Back into it again and really enjoying the ride, better than day one, three more dabs and the trial is done and dusted. Chris has the bragging rights by one point, but I'm better

on cleans clearing 60 sections out of 78 for the weekend's effort, really happy and so thrilled for having made the effort.

Result wise Gary Macdonald was the overall winner on zero points for two days 12 points ahead of second place getter Ian Hopely.

In my class B5, Derrick Edmonson was the clear winner on 2 points lost for the two days five clear of Terence McKee. I finished on 30 points lost in 15th place severely beaten by Mick Grant on 22 points, as oldest finisher at 80 years of age, that's right 80, how inspirational is that!

I have an eternal gratitude to Jeremy Clark for making us so welcome and enabling this to happen on so many different levels, and to John Moffat and the Inverness and District Motorcycling Club for turning on such an amazing event – it was friendly, inclusive, competitive, challenging and full of such amazing people, truly a wonderful experience.

Would I ride it again – absolutely.

Would I encourage you to ride it – absolutely.

What would I do differently – be one hell of a lot fitter for the riding between the sections.



Special thanks to Vicki for encouraging and supporting me on this journey- it means more than I can ever say.

Next the Santigosa Two day and Costa Brava Two Days, both in Spain in October and November. Missed out on the Ventoux due to a communication error, have an invitation for next year – any takers?

**Paul Symons**

## Club Trials - Omihi

**Omihi - 24 August** (Setters: Paul M, Simon H, Dave C, Rodney. Officials: Peters B & H)

Our August club trial was at a new property at Omihi which is owned by Todd McBreen and is also used for motocross and enduros. Earlier this year Simon Hopkins arranged for a few riders to visit the property to check it out and he liaised with Todd to run a trial there.

The sections were on a hill with some at the top along a ridge where there are limestone rocks. There were also sections on the side of the hill which had some grass climbs and





descents. These became quick slick when the grass cover was removed. Some of the rocks on the ridge were also slippery.

Paul Mountstevens was in good form in T2, handling the conditions well to finish on 50 points. In T3 Glenn was having his first ride on the air cooled Beta TR34 he has recently purchased from Colin Downs but he had to leave early. Paul D also didn't complete the 4 laps so

Hamish was the only finisher. It was similar story in T4 where Kendall was the only rider to hand in a card. In T5 it was close with Wayne finishing one point ahead of Dave C. The slippery uphill climb in section 3 was the one that took the most points from the T5 riders.

It was also close in T6 with Bodie finishing one point ahead of Dick. Our youngest rider, 6 year old Pinto (aka Jake) Blanchard completed 2 laps to win the Mini 3 class.

Thanks to Simon, Paul M, Dave C and Rodney for setting the sections. It will be interesting to try this property again when the ground is drier.

#### Trial 2

Paul Mountstevens	<b>50</b>
Simon Hopkins	<b>107</b>
Rhys Bayliss	<b>119</b>
Arron Eades	<b>127</b>

#### Trial 3

Hamish Barnett	<b>93</b>
Glenn Smith	<b>dnf</b>
Paul Delis	<b>dnf</b>

#### Trial 4

Kendall McDonald	<b>44</b>
James Blanchard	<b>dnf</b>
Max Blanchard	<b>dnf</b>
Shay Doerner-Corson	<b>dnf</b>
Stephen Reij	<b>nc</b>
Peter Hosking	<b>nc</b>

#### Trial 5

Wayne Harper	<b>29</b>
Dave Chambers	<b>30</b>
Christine Thompson	<b>37</b>
Rodney Bolton	<b>52</b>
Steve Fisher	<b>56</b>
Dave Davies	<b>59</b>
Peter Barnett	<b>86</b>
Ken Halliday	<b>123</b>

#### Trial 6

Bodie Harper	<b>13</b>
Dick Gardner	<b>14</b>
Leo Hopkins	<b>dnf</b>

#### Mini 3

Pinto Blanchard	<b>20</b>
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## Things Have Changed

During the 1970s we had 6 two-day trials to make up the New Zealand champs. I think this was a great way to have a New Zealand champs, as you had to be the best at all types of sections and conditions to win. Each rider could nominate two rounds to be dropped, as only your best four weekends would count.

The team would get bigger the further North we went, as we would meet up along the way, and travel in convoy. The North Islanders would do the same coming south, meeting the Picton/Nelson riders after the Ferry trip. There were a lot of us riders only 18 to 22 with no money and pretty rubbish vehicles, so teaming up was necessary.



I can remember staying in New Plymouth for one trial. I booked into a hotel and 5 others snuck in with sleeping bags. All went well until in the middle of the night the fire alarm went off and six of us walked out passed the manager. It wasn't so easy walking back in passed the manager. Next night was spent on the floor of a shearing shed. It must be the only shed in New Zealand with only slatted floors. It also had a rogue possum who ended up getting swung by the tail out the door. The other main adventure was that our van motor croaked on the way to the trial the first day, so we rode our trials bikes with all our gear to the trial. Probably wasn't legal even then. After the trial a kind Ixion rider towed us to the Ferry at speed. Our brakes were not in healthy condition especially with no power assist. I still have vivid memories of sailing through a red light [going very fast] at the bottom of a hill approaching Wellington and somehow getting two Transit vans between the traffic. We pushed the van onto the Ferry and were lucky enough to have Peter Grinter give us a tow



from the boat to Blenheim. Unfortunately, we didn't have a tow rope but found an old motorcycle tie down to hook the two vehicles together. We were so close to Peter's vehicle that we couldn't see his lights, and we went fast until the tie down came off.

We were halfway to Blenheim, early hours of the morning, no lights and a disappearing tow car. Peter was in bed when he realised, he had been towing us, and we were not with him anymore. Lucky he is a good bloke and came back to rescue us. Next morning, just as we were booking tickets on the bus to Christchurch, Alister Thomas (another Pioneer member) called out. He towed us all the way home. Cheapest travel we ever did. No one would take any petrol money.

But that is not what I started to write about. I was helping Peter G peg some sections the other day at Kaituna, when I thought how things have changed since I was young.

I pegged my first National when I was only about 20. When you are 20 everything is easy, no problems. In 1977 I decided I wanted a 20 section lap at Prices Valley. All the farmers were great to deal with, and we would pay them back by giving sidecar and trailer rides at the Motukarara races to raise funds for the local sports club. We had more fun than the kids we were scaring, and certainly more than their mothers.

Lawrence Lee, who owned the house Robin Hampton now lives in, would lend us his Land Rover, a couple of chainsaws, and two farm workers to remove anything we wanted cut. We used three properties and 10 km to complete a lap. Lawrence told me who to write to in council to get the road closed for the event. After waiting for a reply with no result I called council and was told I needed 3 months warning in advance to close the road. Now this is what has changed. Lawrence simply put a fence with a gate across the road with a sign saying, "Private Property". I must admit to almost wetting my pants when I saw the local cop leaning on the gate watching the Trial.

To save any hassles when I organised the Trans-Tasman Series in 1978 [now called the Oceana] I booked in with the council more than 3 months earlier, to basically get the same result. This time however, Lawrence told me who to hassle in the council while he called his local MP and the Mayor. The council then did the work happily for us. We had our 10km loop with 20 sections, all with observers. Imagine the cost and hassles now of closing a road not to mention getting observers for 20 sections.

Up until these Trials every club or National trial would be 10 laps of 10 sections. Each section would be short, with only a couple of hazards, and ridden on 4 ply Pirelli tyres. A new one had similar grip to a four-year-old worn-out Michelin these days, and the bikes were around the 212-pound weight average. No one would ride a 4 stroke especially if their name was McDonald.



Every trial had observers, whether National or club. These observers were usually oppressed and subservient wives or lovers [but not at the same time usually]. Coaching was only ever done by these observers and was usually “let your tyre pressure down” or “try this line”.

We had some real characters as observers. I remember one salt of the earth couple who would observe every trial and help in all sorts of ways. They used to bring a half gallon of water to drink while observing. They used to always be the life of the trial. It wasn't until one day when one of the riders flogged some water when they weren't watching that we found out they were getting through a flagon of gin at every trial.

I may have been a bit of a shit when I was younger. I had an old Morris Oxford Ute that had quite a repertoire of tricks {such as bouncing the rear wheels about a metre off the ground, which made the body near vertical. One of the downsides of this act was every so often I had to fix the radiator after the engine would push the fan blade through it}. One issue we had with the Oxcart was that with my lack of legs and my mate Craig being about 350mm taller, Craig always had to drive, otherwise he couldn't fit into the cab. Bench seats had their uses but didn't like big height differences. We had set out a trial at Okuku one weekend and on arriving first at the trial on Sunday I said to Craig to see if he could get through this swampy bit in the middle of the paddock. We hit the swamp as fast as possible and left two distinct tracks out the other side, just managing to make it out. Craig then



decided to try to get the Ox up a trials section hill climb. This bit was unsuccessful, so my mighty Oxcart was left abandoned on the hillside. Pretty easy getting the bikes off on a steep slope.

Then the fun started. Three cars arrived in a row and slowly followed the tracks across the paddock until all three were stuck in the mud. From memory Ken Hosking was in this bunch somewhere. It was the wife's job to get out and attach the tow ropes. No male chauvinists in our club. Throughout the day everyone thought my old Morry Oxcart had been pushed off the top of the hill when someone had finished with it. There was quite a laugh when Craig drove it back down to the car park.

Another thing that has changed for me was the way I finished Trials. In the 1970s I would often run 100 miles a week [yes, we still had miles back then]. So was very fit. I remember one trial at Rapaki on a hot Norwest day; everyone finished on the verge of dehydration and exhaustion. I finished by running from Rapaki and over Dyers Pass and got picked up in Colombo Street. Now days I start using cramp stop spray on lap two and finish in a state not far off needing an ambulance. Amazing what 50 odd years does.

The main difference I see though is the results. My second Trial was the 1974 North versus South Trial in Blenheim. I entered the one and only class, Expert, on my nice TY250 with a tyre I had been using to commute to work every day I had owned the bike. The results were very easy to understand as there was one grade, one winner through to one person coming last (probably me from memory).

Now days if I enter a championship, I enter a grade called T4 but am automatically eligible to win a trophy for being bloody old and competing in the 'a lot older than 65 class'. If I then decided to ride a Fantic or something similar I am automatically entered into Twin shocks class and can win another trophy. So, for one entry fee I can win three grades and take home three trophies. As a grumpy old man, I think this is pretty stupid. When you try to read the results from a championship you scroll through pages and pages of numbers to see the winners of about 10 grades, the same person often featuring several times. I gave up trying to read the results last time as my iPhone couldn't fit the info on the screen. Results used to take about five minutes after the last rider handed in their card, but we use a much better computerised system now, and you can get the results within a day or two.

The best difference though is the bikes. I love the fact that maintenance is mainly washing and lubricating the bike. The odd gearbox oil change and every so often a set of disc pads. All these jobs just a few minutes, which beats the hell out of the couple of hours work every time you rode the old Ossa.

**Alan Honeybone**

## Electric Motion update from Paul at Motomox.

Firstly, congrats to all riders that rode the South Island Champs on the Peninsula, I was observing for the weekend and still managed a 5 just trying to walk around my sections, it was cold and wet but still tons of smiles, great to see.

The interest in the Electric Motion has grown quickly with the new 4 speed trials bike. "How long does the battery last?" a good question, I can ride a whole trials day and it will use about 30% of the battery or 70% left so I could easily ride two days.

Product update, we have the new Dharco range of Elbow and Knee pads and I love them, super flexi and comfortable to wear, not thick and bulky, check them out at <https://motomox.co.nz/collections/dharco>

## Pioneer at the Methven 4x4





# TRIALS BIKES FOR SALE

## MONTESA

2024 Montesa Cota 4RT 260 New was \$16,995.00

NOW \$15,500.00

2025 Montesa Cota 4RT 301RR New

\$POA

## SHERCO Racing EFI

2025 STF250EFI Factory New

\$POA

2025 STF125EFI Factory New

\$15,695.00

2022 ST250 Factory

\$9,495.00

## SCORPA Racing EFI

2025 Scorpa SCF250EFI Factory New

\$POA



## TRS

2026 TRS250 One R Electric Start

New Due October (2 of)

\$14,995.00

2025 TRS125 One RR Kick Start

New Due October BW

\$14,995.00

2025 TRS250 One RR Electric Start

New

\$15,300.00

2025 TRS280 One RR Electric Start

New

\$15,300.00

2025 TRS280 XTRACK One RR Electric Start New

\$15,995.00

2024 TRS250 One R Kick Start 225

New

\$12,200.00

2024 TRS280 RR Non-Electric Start GW

\$12,995.00

2024 TRS300 RR Electric Start 30 Hours

\$11,800.00

2022 TRS250RR Electric Start 120 hrs

\$8,900.00

2018 TRS250 One R Kick Start

\$5,995.00



## GasGas

2021 GasGas TXT300 Racing 75 hours

\$8,250.00

2019 GasGas TXT300 GP Special Edition

\$6,900.00

## Beta

2025 Evo 200

ONE SOLD, ONE STILL AVAILABLE

\$14,800.00

2025 Evo 300

\$16,285.00

2025 Evo 250 Factory

\$ POA

2025 Evo 300 Factory

\$ POA

2020 Evo 250

\$8,250.00



## 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

16 or 20 inch TRS Electric Trials Lithium Battery Thermo Cut Out \$POA



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*New Zealand's first full time trials shop!*

## Greg Power Adventures – Montenegro and Bosnia Herzegovina

My mate Chris Cole has been helping his mate Raytcho, a Bulgarian expat living in Montenegro, set up a motorcycling B&B and tour business. Chris sourced a few trusty Honda CRF250 Rallys in the UK giving Raytcho a good start. When an opportunity arose to join Chris Cole and Raytcho Raykov for a pioneering motorcycle adventure in Montenegro and Bosnia Herzegovina, the answer was obvious.

The core team assembled: kiwis Chris Stephens, his son Tim, and Greg Power flying in to meet Chris Cole and another Brit, Simon Chance. Our journey started in Podgorica, Montenegro, with a pickup by Raytcho himself, then off to our HQ at “Raytcho Ranch” in Sutomore. Chris and Simon, already there, had secured the best of the newly renovated apartments.

Initially underwhelmed by the modest specs of the 250cc Rallys compared to the KTM690s that Chris, Simon, and Raytcho were riding, our scepticism would soon turn to admiration.

We kitted out the Hondas and ourselves with tools, hydration packs, and communication systems (Cardo units synced to our helmets). These proved invaluable—from warning of road hazards and navigation errors to the occasional singalong (though no one wanted Greg's playlist).



An afternoon shakedown ride took us up steep, rocky trails and through a kilometre-long disused Roman tunnel—just wide enough for bikes and livestock. Overgrown Roman roads would become a recurring theme.



The next two days saw us exploring Montenegro's rugged coastal mountains, even skirting the Albanian border. In Kotor, we admired a cruise ship far below, only to realize it was a huge liner once we descended via endless switchbacks.

We then packed our saddle bags for 13 days of riding. Essentials only: spare tubes, tools, minimal clothes. A pre-departure inspection revealed a snapped chain adjuster bolt on my Honda, but with some Kiwi ingenuity and an Armstrong torque wrench, we tightened the axle and pressed on.

Our journey to Bosnia Herzegovina began. Eschewing highways, Chris Cole mapped a two-and-a-half-day off-road route through wild mountain passes, disintegrating sealed roads, and trails that seemed forgotten. Navigation relied on GPS tracks uploaded nightly by Chris Stephens and the Cardo chatter from Raytcho—often correcting his own missteps.

Crossing into Bosnia was a two-step process: Montenegro border control at the summit, then 3km downhill to Bosnia's checkpoint. Fuel was critically low, but we coasted 60km downhill to the nearest station.

We overnighted in a small riverside town under a golden mosque, then rode on to Hotel Monte near Sarajevo, the base for the Bosnia Quest—a multi-day off-road rally attracting riders from 15 nations.

Nearby, we visited the ghostly ruins of the Mt Igman Hotel, once a proud venue for the 1984 Winter Olympics, now a bullet-ridden skeleton—a haunting reminder of Bosnia's brutal past. Everywhere in Bosnia, contrasts were vivid. Elaborate Orthodox cemeteries stood near simple Muslim graveyards. We dined in mountain homes doubling as cafes.



Raytcho, fluent in several languages, bridged the gap between cultures. On the trails, we saw shepherds, women raking hay by hand, and free-roaming horses nuzzling our gear.

One mountain cafe cooked traditional pastries in a wood-fired oven—no electricity, no teenagers (they'd all moved to the towns for Wi-Fi). A local asked if we knew Graham Jarvis? Apparently he'd been filming there a year earlier. We dubbed it Jarvis Village.

We joined the Bosnia Quest as Team Kiwi Plus. The event, devised by Roman and Tomaz, featured geocached checkpoints tagged with serial numbers. Points were awarded based on difficulty. The concept was part rally, part treasure hunt, part cultural immersion. We weren't the most aggressive team, but certainly the most sociable.

Our little Hondas were dwarfed by the big KTMs and BMWs, but they excelled in the tough terrain—nimble, tractable, and surprisingly capable. That said, we faced setbacks. Greg's Honda suffered fuel delivery issues above 1600m. Chris's 250L had intermittent cutouts due to a loose battery terminal. But all were fixable trailside.

Chris Stephens had brought 60 soft toy kiwis from his business back home, which we handed out to local children in mountain villages. This small gesture earned us the event's Sustainability Award for positive community engagement. That and the fact that we visited most every café along the way.

On the return trip to Montenegro, we visited the Tara Canyon, Europe's deepest. We refreshed in its icy waters before climbing out to a cafe-lined zipline hub. Accommodation varied: hotels, mountain chalets, B&Bs booked on the fly. One three generational family-run trout farm high in the hills hosted us, its teenage son Luca fascinated by Tim's drone.

We traced sections of the Trans Euro Trail (TET), crossing valleys and passes, winding through ruins and vast meadows. Our final day saw us descending into Podgorica, dusty, sunburned, and filled with memories.

### **The Bosnia Quest – Sidebar**

Organiser Roman spent years developing the Bosnia Quest—an off-road adventure rally mixing competition and exploration. Over 4 days, teams navigated GPX tracks to find metal checkpoint tags nailed to trees and posts. Each tag had a serial number; the harder the location, the more points awarded. Photos sufficed when tags were missing.

Terrain varied from sealed-road fountains (500 points) to near-impossible rocky ascents worth 3000. All bike types were represented—from Hard Enduro machines to BMW GSs. We entered as Team Kiwi Plus, the furthest travelled and the oldest group with three riders over 70.

Our mission: enjoy the ride, not just chase points. We embraced local food, visited remote villages, and, of course, distributed our soft toy Kiwis. On day two, we were exhausted. The prior days in Montenegro and relentless Bosnia trails caught up. Fresh mountain water from Muslim memorial fountains kept us going.



Lunches were simple. One high-altitude cafe served pastries baked in a wood-fired oven. The absence of young people was telling—they'd moved to cities for internet. We admired the resilience of those who remained.

Mechanical gremlins appeared: Greg's bike lost power; Chris's cut out; Raytcho's TubLiss tire failed. But we made it to the finish. Greg even triggered his emergency beacon accidentally, prompting a check-in call from organisers. A round of beers made up for it.

At the closing ceremony, the Latvian team won for most tags collected. We took the Sustainability Award—a nod to our goodwill and community spirit. Celebrations stretched into the night, fuelled by Rakija (don't drink it – it's fire water) and shared tales.

Will Bosnia Quest happen again? It's unclear. Organising such an event is monumental. But if it doesn't, we were privileged to be part of a once-in-a-lifetime experience.

### **The Little Honda That Could – Sidebar**

Our Honda CRF250 Rallies, though humble, proved perfect for the Balkans. Lightweight, forgiving, and reliable, they handled rocky climbs and tight turns better than the powerful KTMs. Chris and Tim, accustomed to larger bikes, were skeptics turned converts.



Greg's bike matched his 300 Rally in NZ—stock motor, upgraded suspension. Tim's had the loudest muffler. Despite their size, the Hondas navigated terrain that left 690s struggling.

We began with doubts but ended with admiration. Over the Cardo system, Greg quipped on a steep climb: "I think I can... I think I can... I know I can't." Still, the little Hondas made it with a push.

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For those seeking a true motorcycle adventure rich with culture, challenge, and unforgettable landscapes, Montenegro and Bosnia Herzegovina deliver. Raytcho is now offering guided tours through his company MonteCoast Biking. The roads and trails await. Visit: [www.montecoastbiking.com](http://www.montecoastbiking.com)



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## Next events

12 October	Club Champs	Purau Bay
25-27 October	New Zealand Championship	Taranaki

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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