



Megaphone

Newsletter of the Pioneer MCC

Autumn 2026

Kaikōura 3 Day Trial

Entries are now open for this year's K3D which will be the 80th anniversary of the trial that has been held every year since 1946.

As well as the sidechairs having their annual outing, we have heard that there will be some pre-65 British 4 strokes which will add a retro vibe to the trial.

We will be using Snip's property for day 1 and day 2, and the third day will be at Barry Schroder's farm.

On Sunday night there will a dinner at Donegal House and we are planning to make this a memorable evening.

The entry form is available [here](#)

South Island Champs rounds 1 & 2

Three weeks after the Kaikōura the first two rounds of the South Island Championship will be held in Nelson.

The first day will be at Riwaka and day 2 at Enner Glynn (Nelson). Patrick Dillon is the organiser and it will be run as a Nelson MCC event. It has been seven years since Nelson hosted rounds, so it's a great opportunity to ride in Nelson/Motueka again.

The Canterbury rounds will be held on 12-13 September, and at this stage we are planning to have day 1 at Omihi and day 2 at Western Valley.



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New President – Simon Hopkins

At the AGM this year Simon was elected as the Club's president. We like to ask new presidents a few questions about how they got involved in trials etc. so we sent some to Simon.

What age were you when you first start riding motorcycles? and what was your first bike?

I started riding a quad bike at about the age of 8 on a farm we owned which was a hill block out at Springfield. My first memory of trials was actually when I was around 12 and a trials club use to run events on the neighbouring farm which me and a mate use to go to and try to ride the sections the following day on our BMX bikes. My first 2 wheeler wasn't till later in life when I moved to Australia and was a XR400, which I rode round the roads and bush of Sydney. Then it ended up coming back to NZ with me to later be upgraded to a KTM 450. Then I moved to a Beta 300 2 stroke which I still have to this day and my first trials bike which was a 2009 Sherco 250, then on to my current 2019 250 gold TRS.

Have you competed in other types of motorcycle sport before taking up trials?

Yes, I rode trail rides for a few years before getting involved in enduro/ hard enduro. I raced the famous Nutbuster and finished every year in silver from 2014 through to 2019. Then in 2020 I had a go at gold and spent the next week recovering from one the most physical days I've had on a bike to date and probably one of the most rewarding because I managed to get a finishers nut in gold class.



How did you first get involved in trials?

I started riding trail bikes for a few years before turning up to a Pioneer event as I was a bit intimidated and thought you had to hit 6 foot rocks and jump from rock to rock until James Blanchard suggested we go have a ride at an event at Teddington. I soon realized that the sections were a lot easier than I had envisioned so I then started getting into trials and kept stepping up grades and upgrading my bike to where I am today.

With Leo and Izzy also riding, that must keep you busy looking after their bikes and helping them?

Yes, I'm usually one of the first ones there and last to leave by the time I unload 3 bikes get them all sorted and riding then pack them all up to go home. Cleaning and maintaining 3 bikes takes up a lot of time, thankfully my wife Karla helps a lot, especially when they rode mini's which allowed me to continue riding. She still helps clean up all the riding gear after an event and helps out a lot when we travel for events. As any parent rider will tell you they add a lot of points to your card by the time you walk two different lines and run through each section all day to help guide them. It takes its toll by the end of the day. Unfortunately Izzy has been off the bike for the last 12 months after injuring her ankle up north but is now starting to recover enough to begin riding again and is hoping to ride the Kaikoura 3 day coming up soon. Leo's riding has improved drastically on his new TRS 125 Gold which is great to see.



You've ridden in the North Island and a few nationals. Are there any other events you'd like to ride in the future?

Yes, still a few North Island events I haven't ridden yet and I'd love to head over to Australia and try some of the riding over there. They have some awesome terrain to ride and I know how much grip their rocks have from when I used to 4wd round Sydney. The truck I owned over there can vouch for that by the number of diffs/driveshafts & gearboxes I destroyed on the rocks while there. I know Izzy and Leo would also jump at the chance to ride over there one day.

Are there some things you are hoping to achieve as club president?

Good question which is one I have been thinking about since I became president. There are a few challenges ahead this year but I'm hopeful we can navigate them and grow the sport we all love. Unfortunately, I had to make the hard decision to postpone the SI champs but planning has already begun to ensure we put on a great final round to the South Island Championship later this year and it is great to see Nelson coming on board this year with Patrick organizing the first 2 rounds. Thankfully I have a great productive group of committee members to help ensure things run smooth and look forward to working with you all to achieve some great events this year.

Trials in the UK vs NZ

When Alan asked me to write an article about riding trials in the UK, I happily agreed. Then, when I sat down to write it, I started to question my qualifications. There are probably plenty of riders reading this who are far more experienced and accomplished, and who have ridden extensively in both the UK and New Zealand. That said, I was lucky enough to grow up riding trials in the UK before eventually ending up in New Zealand, so I've had a taste of both scenes. This isn't meant to be a definitive comparison – just a few observations from riding in two places that both share a strong love for the sport. I also asked a few others with UK experience for their thoughts, so it's not entirely just my perspective.

I rode trials in the UK from about age 8 or 9 until my early teens. During that time my dad Elwyn, my brother Jord and I were heavily involved in our local club. I was a mid-level youth rider – enthusiastic and occasionally successful, although prone to the odd temper when things didn't go to plan. Like most people who get hooked on trials, though, it was never just about results. The riding, the people, the battles and the regular events were what made it special.



Tom, with dad, Elwyn and grandad, Gordon at a trial in Stropshire in 2020

Trials has a long and rich history in the UK. Iconic events such as the Scott Trial and the Scottish Six Days Trial date back to 1914 and 1909 respectively. The sport has been embedded in British motorcycle culture for well over a century, and that history still shows in the level of participation today.

When I was back visiting family at Christmas, I rode a local club trial run by Sandy Plenty for the Shrewsbury and District MCC. Entries were capped at 80 riders and had closed about two weeks before the event because it was already full. That sort of demand isn't unusual – it's relatively rare

for a UK club trial to have fewer than about 60 riders, and some of the growing classic trials events attract well over 100.

The trial itself had a catering van serving hot drinks and breakfast baps in the morning, with hot food available later in the day. Each section had at least one observer, and riders queued at the start waiting their turn. The whole event had a busy, well-organised feel – something that probably comes naturally when you're running events with that many riders.

At the top end of the sport, the level in the UK is phenomenal. Most people will have seen videos of riders like the Hemmingway brothers, Jack Peace and Billy Green. The standard at that level is incredibly high – honestly a completely different level to anything I've personally seen in New Zealand. At local club level, however, the difference is not as dramatic as you might expect. The hardest lines at the UK club trial I attended was perhaps slightly more challenging than we tend to see here, but not massively so. Where the real gap appears is at championship level. Our national championship rounds – even some of the tougher North Island events – would still be quite a step below what riders face in a British Championship round.

One of the biggest differences between the two countries I put down to simple economies of scale. The UK has far more riders concentrated in a smaller geographic area. As a result, bikes, parts and gear tend to be cheaper and easier to find. There's almost always a large number of used bikes for sale, which leads to a wider variety of machines appearing at events – something Peter Gledhill also mentioned.

While queuing for a section at the Shrewsbury trial, someone also mentioned that dealers occasionally offer 0% finance on new bikes. That helps move new bikes into the market and keeps the second-hand market active as riders upgrade.

Interestingly, New Zealand has the advantage in another area: entry fees. A typical club trial here costs around \$20 to enter, which is roughly half the price of many UK club trials. On the other hand, licence fees appear to be cheaper in the UK – an ACU licence is around £50, compared with roughly \$200 for a MNZ licence.

Another difference often mentioned is land access and liability. The UK doesn't have anything like New Zealand's ACC system, and the legal environment is more focused on liability and compensation. Unfortunately, this has led to some venues and practice areas closing because landowners don't want the risk of someone getting injured on their property. There are certainly no council-provided riding areas like the Waimak trials park, which we are very fortunate to have.

A common theme from all the UK riders I spoke to – Paul M, Peter G and Elwyn B – was the lack of observers at club trials in New Zealand. The experience of marking yourself takes some getting used to, and it was mentioned that it changes the feel of the day when you don't always know what you've scored. In the UK, sections are almost always observed, and self-marking simply isn't part of the system.

The section marking is also different – the NZ white/red (left/right) markers are replaced by single-colour gates depending on your grade. In many ways it's easier to follow. I'm sure everyone here has had that moment of heading toward a red marker and suddenly trying to remember which side you're meant to cross it.

Paul also pointed out something fairly unique to Britain: road trials. I'm not aware of anything quite like that in New Zealand. Exactly how some bikes meet road-legal requirements is sometimes a bit questionable, and it's fair to say a few riders probably bend the rules slightly to make it work.

Reading this might make it sound like I'm being critical of trials in New Zealand – but that couldn't be further from the truth. In many ways we have something extremely special here. The relaxed atmosphere, welcoming people, fantastic venues and relatively low costs make the NZ trials scene a great place to ride.

If anything, the comparison just highlights how lucky we are. The UK may have bigger numbers and a deeper competitive field, but New Zealand has an incredibly friendly and accessible trials community. The effort involved in hosting a trial is much the same whether 10 or 50 riders turn up, but it's far more rewarding when there's a good turnout. So, if you've got a bike sitting in the shed and you're reading this, take it as a reminder to dust it off and come along to the next trial. The sections will be waiting.

Tom Beedles

New pegs

In January Pete G and Rodney made some new pegs using a jig that Pete has made. Since then Rodney has also made a jig. The new pegs look very good and have been getting the thumbs up from everyone who has looked at them.



A night's work



Rodney's jig

Club trials

Summer series 1 – Western Valley, 18 January (Section setters: Paul M, Derek, Hamish, Steve F, Shane B, Peter H. Officials: Kahu, Peter H)

The first round of the summer series was held in the lower part of Matt Latham's Western Valley property. With six of us turning up on Saturday we were able to work in pairs and had the sections set in no time.

During the week there had been a fair bit of rain so some of the sections became quite slippery after a few riders had ridden them and it felt more like a winter trial than a summer one. It was good fun though and it looked like everyone was enjoying it. The best efforts were by Kahu, Wayne and Bodie who managed to keep their scores under 20 points.

Thanks to Paul, who not only took the trailer to the property, but also picked it up earlier in the week and took it for a WoF. Thanks also to Josh who towed it home.

Peter H

Trial 2

Josh Stones	80
Arron Eades	92

Trial 3

Kahu Jones	14
Hamish Barnett	30
Ross Bristol	41
Alan Honeybone	50
Ashley Duncan	56

Trial 4

Peter Hosking	29
Stephen Reij	61
Rodney Bolton	64

Trial 5

Wayne Harper	10
Dave Chambers	21
Steve Fisher	23
Peter Barnett	63

Trial 6

Bodie Harper	15
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Twin Shock

Wayne Harper	10
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Junior

Bodie Harper	15
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Summer series 2 – Motunau, 15 February 2026 (Section setters: Hamish, Kahu, Peter B, Wayne & Bodie. Officials: Rhys and Kahu)

An awesome trial in lush green conditions in North Canterbury in February is unbelievable. Ten sections were pegged by Hamish, Kahu, Peter B and the Harper's in long green grass hillsides that should have just been dust.

A good turnout of riders including one new rider Sam Perry who impressed by riding the red line, and Tony Cameron who first rode in Pioneer in the mid 1970s and finished with a total of 5 points for the day after a bad first lap. Also great to see other oldies like Dick, who first rode Pioneer trials in the 1960s and Pete McGrail and Nick Smith who became friends riding Pioneer trials in the 1980s.

This property is great for tuning the bike as getting to section one was a very long uphill blast, which we all rode very slowly after being warned about the dangers of speed on the track during riders briefing.

Another good thing to see was the mini riders, Thea had a friend out on a spare Oset, and James Bayliss turned up on a new Oset 24 and looks to have lots of talent and seems to be a tough wee guy who is not afraid to take a tumble.

Sections were brilliantly pegged, rode well and used up huge amounts of energy. Thanks to the organizers for the great trial.

Alan

Trial 2		Trial 5		Twin Shock		
Tom Beedles	35	Wayne Harper	5	36 cleans	Wayne Harper	5
Simon Hopkins	74	Tony Cameron	5	35 cleans		
Sam Perry	91	Rodney Bolton	9		Junior	
		Dave Chambers	12		Bodie Harper	21
		Max Blanchard	19		Leo Hopkins	72
		Bodie Harper	21			
		Steve Fisher	27		Mini	
		Peter Barnett	39		Pinto Blanchard	37
		Ken Halliday	49			
		Trial 6				
		Leo Hopkins	72			
		Dick Gardner	dnf			
		Craig Newbould	dnf			
Trial 3						
Kahu Jones	7					
Brendon Wadsworth	19	31 cleans				
Glen Fricker	19	29 cleans				
Hamish Barnett	22					
Alan Honeybone	26					
Trial 4						
Peter Hosking	2					
Nick Smith	12					
Peter McGrail	20					
Stephen Reij	28					

Summer series 3 – Omihi, 22 March (Section setters: Simon H, Leo & Rodney. Officials Simon J, Peter H)

Todd McBreen's farm at Omihi, a new property for me and Ross as we had missed the first trial there, and what a cracker it was. I arrived about 9am expecting to be Steward only to find that Peter had put his name down for the job to save me the hassle of doing one on the far side of town.

The property is very steep with lots of rock around, most too big to make sections out of. However the rest is very good and absolutely brilliant. The section peggers were Simon and Leo Hopkins and Rodney. Simon certainly had a big effect on the section peggers as I found out by scoring a 3 on most sections in my first lap. I think number 8 was my only clean.

It was a beautiful hot day, one of the few for the year. Tony Cameron was our first partner to drop out only to get on his bike again for the second lap. Ross dropped down a grade two sections later

before Paul Delis said he is too unfit to carry on, so we flagged it after only two laps. It was still an excellent trial even if a bit hard for us old men.

This is a good property and hopefully we should get lots of use from it over the coming years.

Alan

Trial 2		Trial 5		Twin Shock	
Tom Beedles	79	Wayne Harper	7	Simon Jones	99
Simon Hopkins	129	Bodie Harper	29	Wayne Harper	7
		Peter Barnett	32		
		Rodney Bolton	34	Junior	
Trial 3		Max Blanchard	36	Bodie Harper	29
Kahu Jones	27	Dave Chambers	40	Leo Hopkins	44
Brendon Wadsworth	60	Zac McBreen	42		
Hamish Barnett	71	Christine Thompson	44	Women	
Ross Bristol	dnf	Ken Halliday	66	Christine Thompson	44
Alan Honeybone	dnf	Liam Ross	dnf		
		Mark Waddleton	nc	Mini 1	
Trial 4				Pinto Blanchard	40
Stephen Reij	79	Trial 6			
Simon Jones	99	Leo Hopkins	44		
Tony Cameron	dnf	Dick Gardner	151		
Paul Delis	dnf	Peter Dunn	dnf		



Wayne and Kahu, were the winners of this year's series. They both won the three rounds of the series in their classes.



Ross in section 8 at Omihi

Finn's 2025 Kaikōura report

Last year we asked Finn if he would write a few words about the expert class at the Kaikōura. Finn sent us a report but unfortunately it got lost in our inbox. Recently when I was looking at some old emails I came across it. We thought it was too good not to use it, so even though it's about last year's trial we are including in this issue. Sorry it's taken so long Finn -- PH

On Thursday night We set off at Wellington waiting for our queue to board the Bluebridge, 3.5hours later we arrived in Picton at around midnight. The Bus was warmed up and ready to go, "bugger me the ship's loading ramp wouldn't go down". The Ship's loading ramp kept going down then back up and again, again, again. We could tell by one of the old timer truckies' body language that he was not impressed. It became amusing after he slammed his driver's door the 4th time. After about 30 minutes of twiddling our thumbs we could finally get off the ship. At 1am we were at Koromiko where we found a nice freedom camping area to stay.

Friday morning: After throwing the rat chewed vortex around we all jumped back in and we were on the road again. "Look look! that's the Furnisses, pull over Dad!". We joined Wayne, Susan and Zack for brunch at a nice Cafe in Seddon. Once more we were on the road again. We arrived in Kaikoura, we all signed in and collected our cool new K3D t-shirts at the Whaler. After a few games of pool we carried on and headed south for the Trewins property.

The first day of the Kaikoura 3 day trial was really fun with good sections. Overall a cool, fun day to kick off the Kaikoura 3 day trial. Unfortunately I had a few issues with my rear brake during the second lap which I managed to fix.

It felt like deja vu when I heard that Kahu had dislocated his knee, fortunately it wasn't me this time. It just happened to be a coincidence that it happened to be the same event, same day and the same property. Hopefully he has a quick recovery.

The competition in T2 (red) was tight, I finished the day with 18 points and Zack ended up with 12 points winning the first day of the Kaikoura 3 day trial.

The second day started off with a river crossing. Thanks to Simon Hopkins for towing our trailer across the ford/river in his cool 100 series land cruiser, otherwise it may have been a bit of a major problem if we had got the bus stuck.

I really enjoyed day 2 There was variety in the types of terrain which was good, there were both easy and hard sections. I finished day 2 with 18 points. I placed 1st for the day which I was very happy with.

The final day of the K3D had high stakes. It was a slippery, muddy trial with potential to lose a lot of points. It was a fun day with some challenging sections keeping me on my toes the whole time. I got second place to Zack who rode awesome. Thanks for the tight competition Zack, here goes the North islands!

After washing our bikes in the creek and loading up the trailer we drove round to the prize giving and function at the Donegal house which was cool to have a few drinks and catch up with some of the other riders after the event.

Huge thanks to the Pioneer club and all of the behind the scenes people who put a lot of time and effort into making these events happen. Another memorable Kaikoura 3 day trial done and dusted.

Finn Pearce

EM News

I have been riding the Electric Motion Factor- e four speed Trials bike for a few months now, I am super impressed with the new electronics technology where you can adjust the idle speed and idle torque of the motor, this is unique to the Electric Motion.

Combine this with the manual clutch and 4 speed gear box and the bike is super easy to ride with unbelievable torque from the get go, sure is a fun bike to ride.

Run time? I can ride a whole trials day and I will use about 30% of the battery, 30 minutes to full charge and you are ready to rock or you could ride two trials days on one charge.

If you are considering a new bike and would like to try the Electric Motion please hit me up and you are more than welcome to take the bike for ride

For more info on the Electric Motions check out <https://electricmotion.co.nz/>

Catch you out there.

Cheers

Paul

MTC news

Brendon and Cathy have received a shipment of Jitsie helmets. These are on the MTC website <https://www.trialsnz.com/product-category/apparel/helmets/>

They also have heavier fork and shock springs for most makes of trials bikes. These have recently arrived too.

Kaikoura photos wanted

We are looking for old photos of the K3D to use in a slide show at the dinner this year.

If you have some old print photos stashed away in a box or a cupboard it would be great if you could let us have a look at them.

If you can help please get in touch by email pioneertrials@gmail.com or phone Peter H 02102716940

TRIALS BIKES FOR SALE

MONTESA

2026 Montesa Cota 4RT 301RR New – Indent Only

\$21,500.00

2026 Montesa Cota 4RT 260 New – Indent Only

\$19,500.00

SHERCO Racing EFI

2026 STF250EFI Factory New

SPOA

2025 STF125EFI Factory Demo was \$15,695.00

\$13,695.00

2022 ST250 Factory

\$9,495.00

2022 ST125 Factory 189 hours NEW PISTON

\$6,800.00

SCORPA Racing EFI

2026 Scorpa SCF250EFI Factory New

SPOA

2023 Scorpa SCR250EFI (MR)

\$12,500.00

2011 Scorpa SR280 VGC New piston & rings

\$4,500.00

Long Ride Kit to Suit SR280

\$500.00



TRS

2026 TRS250EFI One RR Electric Start New

\$18,500.00

2026 TRS250EFI One RR Kickstart New

\$17,500.00

2026 TRS250 One R Electric Start New

\$14,770.00

2026 TRS125 RR Kickstart New – due June

\$16,300.00

2025 TRS250 One RR Electric Start New SPECIAL PRICE

\$13,900.00

2025 TRS250 XTRACK One RR Electric Start New SPEICAL PRICE

\$14,900.00

2022 TRS250 RR Electric Start 105 Hrs

\$8,500.00

2022 TRS250 RR Electric Start 120 Hrs

\$8,000.00

GasGas

2021 GasGas TXT300 Racing 75 hours

\$7,800.00

2017 GasGas TXT125 GP Special Edition

\$4,700.00

Beta

2026 Sincro 300 New Due June

\$19,190.00

2026 Sincro 250 New Due June

\$18,490.00

2026 Sincro 200 New Due June

\$17,590.00

2025 Evo 200 New

\$14,800.00



Kids:

2025 Oset Electric 12.5R 3-5 years New

\$2,895.00

2025 Oset Electric 16.0R 5-7 years New

\$3,295.00

2017 Vertigo 50cc Petrol Automatic New Piston Kit

\$2,500.00

2025 TRS80 One Kids Bike New

\$9,990.00

2022 Beta Evo 80 Small Wheel 10 hours, hardly used.

\$5,500.00

2015 Gas Gas TXT 80 Pro (New piston/rings/clutch overhaul)

\$3,995.00

16 or 20 inch TRS Electric Trials Lithium Battery Thermo Cut Out SPOA

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Robert Rush's first Kaikoura

The year was 1963, I had finished high school and started my mechanics apprenticeship in Darfield. My work transport was a near new BSA Bantam 175 Super purchased from Bond & Hockley in Ferry Road where my uncle Vic was the expert spanner man. Motorcycles were in the family blood and I had ridden my first motorcycle at age 11, the Dick France 350 BSA, at a Pioneer gymkhana at Motukarara racecourse. Later I finished second in the novice class at a Coe's Ford trial while at high school. My first big 1963 event was the Pyramid Valley trial. At the end of that day I was automatically promoted to the expert class. My next event was the Queen's Birthday 3 day Kaikoura trial.

On Friday night I stayed at my Grandad's in Belfast. Early on a cold and frosty Saturday morning, with tool bag, spare clothing etc. stashed on the tank, it was into the Pioneer Club rooms in Gloucester Street. Spare clothing bag was offloaded into a marshal's car boot. With the briefing and rules explained, it was off with the other smoky, low geared batch of mostly Villiers 2 stroke powered machinery. There was also the sound of fine English produced 4 strokes. Into Victoria Street, up Papanui Road and heading north through Belfast, my Mum and Dad were standing there to wave. First section was at the Kowai river bridge in Leithfield. Yes, twists and turns over heaps of crushed gravel. First 20 points lost, so it was onto the next roadside stop. Stops were frequent until reaching Domett. A timed road section to Cheviot via the Gore Bay road. Average speed something like 33mph. Losing points for being too early or late. Riding on the road was often in partnership with others, but pushing your James or Francis Barnett hard meant frequent stops to clear whiskers from spark plugs.



The Riders at Cheviot on day 1. Robert is in the front row on the far right. Others in the front row (from left) are Peter McDonald, Ken Bush and Paddy Archer on the NZeta scooter. Ray Taylor and Peter Archer are on the right next to Robert. Peter and Robin Milner and Russell Bates are among the others in the photo.

Any roadside creek was pegged out which meant many stops that day. Over the Hundalees road one could de-stress on the downhill sections. It was along the sea coast onto Fisher's garage where bikes were stored overnight. Day 1 over and I was at the bottom of the expert class results.

The Adelphi Hotel was the base for beds and meals, except for the newbies who were put either in the Commercial or in small B&Bs. An in-house pub meal entitled people to evening drinks at the bar (remember this was still 6 o'clock closing). Returning to the White Morph I found my bed had been totally ransacked along with all other riders staying there.

After breakfast, it was just a short walk to the garage. Refueling done, next come the cold-start test. I think it started second kick. I followed the others to find the horrors of the rocks in the Hapuku riverbed. Not at all suited to standard road going bike. Here I learnt about putting your front wheel through the start pegs and conceding 20 points to save your bike from damage. If the scoring sheets could be seen today I think it would be 20, 20, 20, 20, 20, repeated. The rocks over, it was back to the pub for lunch of cold meats, maybe with a bottle of Wards. We headed north again to just short of the Hapuku, then along a winding loop road. The pegs often lead you into a muddy frog weed roadside drain with a sharp turn to exit via a vertical bank. You could have a 10 point wheel stop and continue onward and maybe be clean from there out the exit for just 10 points lost. Stuff it up completely for 20. Back at the pub came the IF I HAD ONLY lie telling, followed by a meal ... bar open until o'clock. Bed untouched tonight.

Monday breakfast then the same short walk to face another cold start test --bugger flooded it! Tanks filled as the journey home was via the Inland Road – next fuel at Waiau. Again at each creek there would be a marshal's car. Seem to remember the weather closed in and soon it was snowing. Boxing on and b....y cold, arrived at Waiau to clear skies, and at the Rotherham Pub there was a welcoming log fire and lunch. What I do remember about this stop was the publican riding the Ray Taylor Tiger Cub around the bar. People talked about the valve bounce, but that was new to me. Left there to the final stop in the Waipara riverbed by the main road. To my horror I saw one Russell Bates in his Austin 7 way out midstream placing section pegs. At this point sanity again prevailed as my work transport was priority. By the weekend's end I had easily reached the 1000+ points lost. In retrospect that's only 50 sections x 20. Did they have around 18 sections each day ...probably. Then add cold start and average speed penalties.

Footnote: During the 1963 weekend two riders shared one Triumph Tiger Cub. One rode the bike while the other drove the car and they swapped around at each section. Who was riding through the snow is unknown but we do know that one person was toastie warm on reaching Rotherham.

After the trial I kept the Bantam for work, and bought the above mentioned Tiger Cub for trials.

The scoring system was different in the 1960s. Some of the penalties were:

Footing: 1 point per foot, maximum of 5 points

Missing flags: 3 points per flag, maximum points 9

Touching flags: 2 points per flag, Maximum points 6

Wheel stop: 3 points if rider foots, otherwise no penalty

Engine stall: 5 points

Falling off: 10 points

Maximum points to be lost in a section: 20 points

Bikes, parts, spares



Beta
motorcycles

Warren Laugesen
ph. 021 686024 A/H
thelaugos@gmail.com

SPANISH TRIAL NZ LTD



Contact: Kevin Pinfold
021 031 9897
kpatrials@xtra.co.nz

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Contact: John Lawton
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10% discount for PMCC members
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ph. 377 1881



Oset New Zealand

Contact:
Donald Treloar 027 4748996
Donna Symes 027 6678921
sales@oset.co.nz
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ph. 03 572 7599
Brendon 027 230 3151 (sales/tech)
Cathy 027 431 3486 (parts/orders)
sherco@trialsnz.co.nz
www.trialsnz.com

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Vice president	Tom Beedles	Ph. 021 088 55064
Club Captain:	Derek Scott	ph. 027 432 3646
Secretary:	Peter Hosking	ph. 021 027 16940
Treasurer:	Rhys Bayliss	ph. 027 637 6755
Club Captain:	Derek Scott	ph. 027 432 3646
Committee members	Dave Chambers, Peter Gledhill, Ken Halliday, Alan Honeybone, Rob McKay, Brendon Wadsworth	

Next events

Saturday 18 April	Club Trial	Western Valley
Sunday 17 May	Club Trial	Graylees Road
30 May -1 June	Kaikoura 3 Day Trial	

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

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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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