



Megaphone

Newsletter of the Pioneer MCC

Winter 2026

Kiwis at the SSdT

Peter Barnett has recently completed another history project which is a list of all the kiwis who have ridden in the SSdT. It includes the bikes they rode, points lost and awards they received. The list is available from Peter. His next project is to find photos of all the New Zealand SSdT riders.

Colin's bike

Carol Kelland has very generously loaned Colin's TRS to the Southern Trials Group for anyone who would like to try riding trials at one of the Southern Group's monthly events.

The Jock Cain Challenge

Who won the North v South challenge at the K3D this year? See p. 8.



In the news

Our events don't get much newspaper coverage nowadays so it was a nice surprise to see an article about the K3D in the *Marlborough Weekly* on 3 June. It does help that Alex is the co-owner of the newspaper and a trials rider!

Marlborough Weekly

News

Ride for the ages

Kaikoura motorbike trial celebrates 80 years

ALEX ROBERTON

Celebrating 80 years of motorsport history, riders tackled the Kaikoura Three Day Motorbike Trial over King's Birthday weekend.

Trials challenge control and balance on sections where the aim is to ride without putting a foot on the ground. The competitor with the lowest score over the three days takes the overall win.

The Kaikoura trial, held Saturday through Monday, drew more than 70 riders from around the North and South



Sidecar class champions Kendall McDonald and Hamish Barnett navigate a section of the course during the opening round of the Kaikoura Three Day Motorbike Trial on 30 May. Photos: Lynette Barnett



Overall winner Karl Clark rides on the second day.

Islands competing in a range of grades. The first two days were staged on a farm south of Oaro, while the final day saw competitors take on wet, technical sections of a Mt Fyffe property.

The event was first run in 1946, making it the longest running motorcycle trial in New Zealand.

Kaikoura remains the only trial in New Zealand to include a dedicated sidecar class, where two competi-

tors share a bike. That grade was won by Christchurch pair Kendall McDonald and Hamish Barnett after a consistent three days. Nelson rider Karl Clark claimed overall honours in the highest grade.

Among the field was the event's oldest competitor, Dick Gardiner, who at 82 continues to defy age. Dick first rode the Kaikoura trial 65 years ago, at age 17, and took the victory in the trial 6 grade this year.

In this issue

- * Colin Kelland
- * K3D report
- * South Island rounds 1 & 2
- * Warren Laugesen's tips for the SSdT

Colin Kelland, 6.7.1955-12.5.2026

It was very sad news to hear that Colin passed away in May. Colin will be greatly missed by the trials community, particularly in the south where he made a huge contribution to the Southern Trials Group.

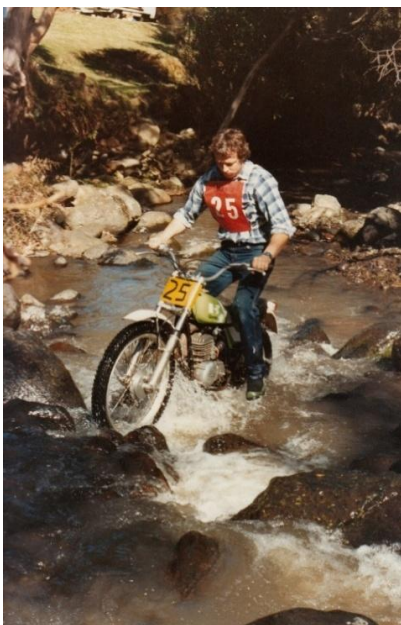
Colin became involved in trials in the mid 1980s and he put a lot of effort into forming a trials group in Southland. At first the group was made up of riders on trials and trail bikes, but gradually more riders became involved and Southland became part of the South Island Championship series. In later years Colin had a pivotal role in the Southern Trials Group and was involved in organizing national and South Island championship events at Alexandra and other southern venues. He was also the South Island Co-ordinator for a few years and was well liked and respected in the trials community nationwide.

Colin rode in national and South Island championship trials for over 30 years and he was also an integral part of the infamous "Dads Army" group that travelled to the Australian Champs in South Australia in 2007. His best results were winning the twin shock class at the 2002 nationals and third place in Presidents in 1998.

Colin would tell you the best thing about riding trials was less about the motorbikes and more about the people. He was often happier sharing a chat (and a Bourbon) after the event with fellow riders than riding the event itself.

As well as being a good trials rider Colin was highly regarded in Invercargill for his building work. He was president of the Southland Master Builders branch from 2014 to 2016 and was a member of the branch executive for several years. He participated in Master Builders House of the Year competitions, winning gold awards on two occasions and he built his own homes. The first of these was when he was doing his apprenticeship and the last was his home in Clyde.

RIP Colin.



*Colin's first trials bike was a
KT250*



... the next was a Fantic



At the K3D in 2023 on the TRS

80th anniversary Kaikoura 3 Day Trial



Our good luck with the weather continued again this year with three fine days. A few of us who had memories of the hard frost at Snips in 2016 were expecting a couple of cold mornings but it didn't eventuate.

The Kaikoura continues to be a popular event. Although the North Island contingent was smaller this year, 57 solo riders started on Saturday and there were 9 sidechair teams. A total of 75 participants. There would have been more but five riders had to withdraw their entries before the trial due to illness or injury. One of them was five times K3D winner Tony Cameron, who was looking forward to riding in the 80th.

Getting there was an issue for some riders this year. Rob Cochran made the trip down from Taranaki to Wellington but was turned away by Bluebridge because they had a mechanical fault and cancelled the sailing. Emily Willard who was booked on the same trip managed to get across on a later sailing. Kevin Pinfold and Ashley Lucas had to drive down via the Wairarapa when State highway 1 was closed between Palmerston North and Wellington due to a crash.

The properties that were used this time were Snip Prentice's farm in the Hundalees and Barry Schroder's farm at the foot of Mount Fyffe. We are very grateful to Snip and to Barry and Justine for the use of their properties.

Simon Hopkins was the organiser and he did an awesome job coordinating all the various things that need to be done such as the section setting, liaison with property owners and the Sunday dinner. A big thanks to Sandra for her work as steward and it was great to have Roy back at the K3D again too. Kahu and Scotty were the CoCs and also did an excellent job.

Dave Chambers had arranged for volunteers from the Conway Flat and Kaikoura fire brigades to provide first aid. They attended each day and it was good having their support.

Trial 2 – Expert

One of the highlights of this year's K3D was the return of Karl Clark. It was Karl's first ride since he won the 2017 New Zealand Championship and he still has all the skills. Karl had the lowest score each day and comfortably achieved his third Kaikoura win. The previous ones were the 6 day in 2013 and the 3 day in 2016. Also making a welcome return was Paul Mountstevens who has hardly ridden for the past six months. Like Karl, it didn't take Paul long to get back in the groove.

After two days Karl and Paul had pretty much sewn up the first two places so on day 3 the interest was in who would be third. On Sunday night Gareth Wadsworth had a five point lead over Brad and Jason Hibbs who were both on 117 points. On Monday Brad had his best day of the weekend, dropping only 10 points so he finished third overall. Gareth was fourth and Jason fifth.

Trial 3

Only three riders entered for the yellow line this year, but the numbers grew to five when Alex Robertson decided to step up from green on Saturday morning and in the afternoon Kevin Pinfold made a late entry into the class after Kevin Tither's misfortune in the chairs. KP had to scoot round at a rapid pace to complete the 4 laps in time, but he still managed the lowest score of the day losing only 4 points. Sunday was Kahu's day, he dropped 4 points and finished 2 ahead of Kevin. On Monday, KP looked very determined not to let Kahu repeat that and he didn't lose any points. Kahu also rode well and only dropped 6 for the day. Neil Belvoir was third overall.

Trial 4

Twelve riders rode the green line and there was a mix of old and new bikes. Glenn Smith rode his air-cooled Beta TR34, Dan Clark was on his TY250 and Brendon was on his recently acquired TLR250.

Last year's T4 winner, Al Honeybone was unlucky to have issues with his rear brake master cylinder on day 1 which put him out of contention for a top place. Wadsy was also unlucky not to finish on day 3.

Glenn had the lowest score on day 1 and stayed in front from then on, but Dan won days 2 and 3 and was only 4 points behind Glenn at the end. Ross was always in contention too with single digit scores each day



Ross coming in for landing.



Glenn on the TR34

Trial 5

T5 was the biggest class with 27 riders and with the scores being low each day, it was closely contested. Lance Henderson who last rode the K3D in 2007 returned to ride in the event this year. Lance who now lives in Nelson showed he had lost none of his skills and only dropped 2 points for the weekend. Brent Downes was runner up and he didn't lose any points on day 2. Brent entered in the Classic class but had to reluctantly switch to his TY175 on Saturday due to an issue with the spark plug not seating properly in the Cub. Shirley McDonald was third overall, a very good effort after flying in from Europe the day before the weekend.

Further down the list the scores were so close that one or two dabs could make a difference. Mike Ward, for example, finished 11th overall on 31, but he was only two points behind Bodie Harper who was 8th. Four tiebreaks were required to decide the overall places.



Three amigos: Gary, Russell and Dean

Trial 6

Dick Gardner was the only finisher in T6 this year. Peter Dunn hurt his foot on Monday and did not finish. Richard Latimer started on his TY175 on Saturday but had an issue with the shifter drum. On Sunday he rode Kevin T's GasGas, and on Monday he didn't ride. Richard had arranged for Rob Cochran to bring his Vertigo 200 to Kaikoura, but when Rob couldn't make it, Richard didn't have his back up bike.

Junior

Toby Schroder rode the green line and was this year's junior winner. Bodie Harper, Evie Hubbard, Leo Hopkins and Jack Schroder rode blue and they did well in T5. Bodie finished ahead of his dad Wayne on Saturday and Evie was ahead of Shane on Monday so they both would have been happy about that.

The youngest rider this year was 12 year old Max Parish who is Rodney's grandson. He rode the white line on Sunday and he managed to get his little bike around the sections. Those who saw him ride said that he will go well when his granddad buys him a trials bike.

Women

Shirley, Christine, Evie and Emily were the women riders this year and there were two in the chairs: Emma and Alisa. Shirley was first, Christine second and Evie third. On day 2 Evie rode very well and only lost 9 points in the slippery conditions. She was second in women that day.

Classic

Brent, Simon Jones, Trev Wiley and Chris Pascoe decided to ride pre-65s because it was the 80th anniversary. Hearing the sound of Trev and Jonesy's 4 stroke BSAs as they rode around was another highlight of the trial this year.

Chris usually rides a Villiers 197 at classic trials, but for this trial Dave C had lent him his 250cc special. It looked like Chris was enjoying riding a bike which has a few extra ccs.

Twin Shock

There were six twin shocks this year. Dan and Wadsy had a good battle in T4 for most of the trial. Brent, Wayne Harper and Ken Hosking rode blue and Richard rode white. It was a mighty effort by Wayne to complete the three days on his Honda twin and finish 6th overall in T5.

For Ken, the main aim was to finish the K3D which he first rode 57 years ago in 1969. He rode his Fantic 200 and made it to the end.



Dan was the Twin Shock winner again.



Jonesy was 1st in the Classics on his 350cc BSA

Sidecar

There were nine entries in the chairs with four in the A class and five in B.

At the start of the trial last year's winners Kendall & Hamish were facing a challenge from two North Island teams: the two Kevins, Tither & Pinfold and the Scott Tither/Carl Dal Din combo. Also entered in A were Hadrian & Jason Roberts who had built a new chair. Unfortunately, Kevin T strained his shoulder in a tumble on Saturday morning and was unable to continue, and Jase also hurt his shoulder on the way to a section. Hade and Jase finished day 1 but didn't ride on Sunday and Monday.



Kendall and Hamish showing how it's done.

It's probably fair to say that Kendall and Hamish were dominant on the first two days but on Monday it was much closer. By then Scott and Carl were combining well together and there was only five points difference at the end of the day.

In B, Davey & Gabby were late entries and turned up with Josh's chair. Maurits had a new swinger, Alisa who made it through the weekend and seemed to be enjoying it. Amelia Ross was also keen and talked John into having another go, and old hands Dave & Brian and Rob & Emma also rode.

Dave & Brian will have their names on the cup again but they had some good competition from Rob & Emma and John & Amelia. By day 3, Davey & Gabby were starting to get things together too.

As usual, the chairs had the biggest spectator group watching them. Half a dozen fans followed them around each day.



The North after hearing that the South won the Jock Cain Kaikoura Challenge Trophy again



L to R: Beau Clark accepted the Triumph no. 2 Cup on behalf of his uncle Karl. Ken Halliday received the Falconer cup for best first year rider. Trev Wiley won the Kaikoura Jubilee Cup for best prepared twin shock.

Trial 2

	Day 1	Day 2	Day 3	Total
Karl Clark	8	21	8	37
Paul Mountstevens	30	35	10	75
Brad Hibbs	51	66	10	127
Gareth Wadsworth	50	62	37	149
Jason Hibbs	44	73	41	158
Rob Boyle	66	79	37	182
Simon Hopkins	59	71	57	187
Rhys Bayliss	76	78	61	215
Peter Gledhill	dnf	43	15	
Tom Beedles	30			

Trial 3

Kevin Pinfold	4	6	0	10
Kahu Jones	13	4	6	23
Neil Belvoir	15	19	23	57
Grant Ruthven	34	35	34	103
Alex Robertson	81	96	66	243

Trial 4

Glenn Smith	4	3	5	12
Dan Clark	12	0	4	16
Ross Bristol	5	6	9	20
Ashley Lucas	17	17	9	43
Malcolm Reid	19	21	9	49
Peter McGrail	16	15	20	51
Alan Honeybone	34	11	9	54
Graeme Hibbs	25	20	24	69
Tui Scott	16	35	41	92
Barry Schroder	71	49	41	161
Toby Schroder	68	56	59	183
Brendon Wadsworth	17	22	dnf	

Trial 5

Lance Henderson	0	1	1	2	
Brent Downes	7	0	1	8	
Shirley McDonald	8	3	8	19	
Dean Veitch	3	7	14	24	<i>104 cleans</i>
Russell Begley	5	12	7	24	<i>101 cleans</i>
Wayne Harper	11	9	5	25	
Simon Jones	1	16	10	27	
Bodie Harper	3	13	13	29	
Christine Thompson	1	16	13	30	<i>103 cleans</i>
Keith Ruthven	7	15	8	30	<i>99 cleans</i>
Mike Ward	10	12	9	31	
Chris Barclay	6	22	6	34	
Steve Fisher	13	7	17	37	
Shane Hubbard	7	7	28	42	
Dave Davies	11	25	11	47	<i>91 cleans</i>
Evie Hubbard	13	9	25	47	<i>88 cleans</i>
Peter Barnett	11	31	17	59	<i>85 cleans</i>
Chris Presto	14	23	22	59	<i>83 cleans</i>
Ken Halliday	10	30	21	61	
Don Wilson	21	21	24	66	

Chris Pascoe	18	42	11	71
Leo Hopkins	14	43	29	86
Trev Wiley	26	47	20	93
Emily Willard	18	42	41	101
Gary Allpress	39	43	45	127
Ken Hosking	83	56	89	228
Rodney Bolton	2	13	dns	
Jack Schroder		25	27	
Rob Cochran	dns			

Trial 6

Dick Gardner	7	12	58	77
Peter Dunn	14	22	dnf	
Richard Latimer	14	52	dns	
Max Parish		41		

Sidecar A

Kendall McDonald/Hamish Barnett	3	25	7	35
Scott Tither/Carl Dal Din	43	54	12	109
Kevin Tither/Kevin Pinfold	dnf	dns	dns	
Jason & Hadrian Roberts	69	dns	dns	

Sidecar B

Dave & Brian Chambers	11	0	9	20
Rob McKay & Emma McDonald	26	10	17	53
John & Amelia Ross	38	17	17	72
David Trewin & Gabby Gundry	62	45	19	126
Maurits Roos & Alisa Woodruff	80	37	55	172

Junior

Toby Schroder	68	56	59	183
Bodie Harper	3	13	13	29
Evie Hubbard	13	9	25	47
Leo Hopkins	14	43	29	86
Jack Schroder		25	27	
Max Parish		41		

Women

Shirley McDonald	8	3	8	19
Christine Thompson	1	16	13	30
Evie Hubbard	13	9	25	47
Emily Willard	18	42	41	101

Classic (pre-65)

Simon Jones	1	16	10	27
Chris Pascoe	18	42	11	71
Trev Wiley	26	47	20	93

Twin Shock

Dan Clark	12	0	4	16
Brent Downes	7	0	1	8
Wayne Harper	11	9	5	25
Ken Hosking	83	56	89	228
Brendon Wadsworth	17	22	dnf	
Richard Latimer	14	52	dns	

South Island Champs rounds 1 & 2



Ross and I headed off to Nelson for the first round of the South Island Champs to have been held there since 2016 when Dan Clark and Greg pegged two days in Motueka. We stayed the first night on Dan's driveway 4 minutes from the venue which gave us a good opportunity to be the first people to arrive at the venue and nab the only carpark suitable for a motorhome.

A small group of Pioneer riders turned up to get the riders up to 42 for the weekend. Glenn Smith had dragged out his modern Beta which hadn't been used since last year's Nationals. He proceeded to strip the bike down and do all his maintenance, carb rebuild being the most serious. It was a bit of a shame that he lasted only one lap then had to retire as an injury he picked up last year flared up again.

A reasonable turnout of North Island riders turned up as well as Neil Belvoir and Malcolm Reid who drove straight through from the South side of Dunedin.

The weather forecast had been for a real battering for the weekend, so we were all happy when we had two fine sunny days to compete. The sections were very simple, I rode T4 grade and it was really like our T5 grade. Simon decided to ride red grade which was probably a good idea. The trial was observed by the local scouts who were fundraising to go to jamboree. The standard of observing was very good and I heard no complaints about them all weekend.

Peter Oliver had a great weekend winning both days beating his brother and Matt Foster. Ross also had a blinder going clean all weekend.



Rat's first ride this year



Max Blanchard, riding well on the 80

That night we borrowed Patrick Dillon's driveway to sleep as it is also only minutes to the venue next day. Next day we headed off to the venue but on the way there we lost one Injector on the Transit motor. We managed to get to the venue by driving in manual mode as it would die if we tried auto. The problem was fixed next day by MS Ford of Nelson for some huge amount of money and we drove home Tuesday.

The venue was at a horse arena in Central Nelson called Enner Glynn. It is a very nice venue, again it was pegged to be very easy. On the Sunday Mike Owen also went clean for the day which gave him the win in T3.

This was Patrick Dillon's first National he had organized. Let's hope that when he pegs it next year that he gets to ride. Of note was that Peter Barnett is getting used to riding his new TRS. He is looking very comfortable with it. Also James and Stu Lawton competed on the new Beta Sincro. The results tell their story.

Next year it would be good to have a large turnout of Pioneer at the event. Hopefully it won't be so close to Kaikoura.

Alan

The results are on the **Trials.NZ** website:

https://www.trials.nz/files/ugd/631f5a_9eb32c358c41474f916cfc4e1028a463.pdf

Congratulations to the Pioneer Motorcycle Club for another successful 3 day Trial, and most importantly, all the people who helped make it happen. It is a lot of work so to see the huge support is great, unfortunately I couldn't make it, hopefully next year.

Electric Motion has had huge success with rider Benoit Bincaz winning day 1 at TR2 World Championship and a P2 finish on day 2. The Electric Motion Trials bikes are using the best technology and can win at top level events which is awesome.

If you are considering a new Trials bike, the Factor-e 4 speed Trials bike is an awesome choice, we also have electric trail bikes which are just as much fun to ride, check them out below.

<https://electricmotion.co.nz/>

Cheers

Paul

MTC news

We have in stock Trials gear, helmet and boot bags. Also the CHANGING MAT/BAG OMNIA - Easily change into your riding gear without getting your feet wet and dirty. Once you're done riding, hop onto the mat and change into your casual clothing. Leave your dirty gear on the mat and use the closure system to turn the mat into a bag to take it home without making any mess. All bags and the changing mat/bag are listed on our website, so you can have a look at them there.

<https://www.trialsnz.com/product-category/bags/>.

We also have the S3 Hydration backpack in stock. <https://www.trialsnz.com/product/backpack-hydration-s3/>.



Warren Laugesen's advice for riding the Scottish Six Day Trial

All the stuff you need to know, that you never thought about.

It's not a walk in the park, and it's not just about riding a few sections with scenic views each day!

This is intended as an instructional information piece for anyone considering going to ride the best Moto Trials event in the world. These are my own learnings from my point of view. Others may have different ideas and learnings, but these are the things I learnt as an ex-good rider (but can still ride reasonably ok, and pretty fit overall) at 53 years of age. I managed to finish 87th overall from 288.

The points I make are in no particular order of importance (everything is important to survive and finish)

Entries are typically open about Oct the year before the event. Over 600 enter for 288 positions. Riders go into a ballot to gain entry to the event. Generally, any overseas riders tend to get in ok, especially from the other side of the world.

Entries are confirmed around Christmas. Then final entry and payment is required at that time.

I would be looking at accommodation before entries are confirmed. Accommodation is expensive and in short supply during the event so get something booked before your entry is confirmed. You can always cancel later. Staying in Fort William town, close to the paddock is a big advantage. Then you can walk to the start each day.

Licences: You will need to get an FIM one-event licence to compete. This is through MNZ. This costs a bit and takes some time, so get onto this early. FYI if you are over 50 years of age you need to have a special medical clearance with a doctor and an exercise cardiogram to prove you are fit enough. This is expensive and takes more time.

Training: Get over Xmas and any New Year celebrations. From early January, you need to start training. The time will go quickly, and other shit happens in life, so the better prepared and physically fit and bike fit you are, the better you will enjoy the event.

I tried to ride my bike every weekend. At least one day or possibly two if you can. Work commitments meant I couldn't ride every weekend or train during the week as much as I wanted. Because it is summertime in NZ, I used the late daylight, and I got out on my bike almost every Wednesday night for 3 months leading up to the event. Being on the bike regularly makes such a big difference.

I also ran once or twice a week (5kms) to maintain good cardio and overall fitness. This, along with some weight training to strengthen your leg, arm and back muscles. You will need this. The stronger and fitter you are, the better you will get through the week.

You don't need big or difficult sections. It is all about bike time and fitness. I tried to find areas with a stream or wet riding but in HB we lack anything like this. My Wednesday night training property was one stream, with some rocks in it. I made this very long, almost 500m and turned it into a single section. Riding nonstop as much as I could and basically a straight line with no hopping, etc. It was about riding long sections, concentrating and reacting fast as you get tired. This section was

ridden about 200 times. Ride up it, then slow ride back to the bottom and go again, don't stop until you can't hold on anymore.

Event training. You need to plan to ride these events.

JRL in February. You need to ride with the Expert group so you get the most riding you can over the two days. And you need to learn to ride a bit faster, this also helps with your fitness training.

Tour De Judds in January in Wellington is another good early event that you can use for training. Because this is a long-distance event you get the extra time out on the bike. And make two days out of it if you can, by riding the day before in the streams, which are perfect training.

For both events, load up a backpack with 8-10kg of stuff on your back so you can feel what that is like and start getting your back used to this.

Then obviously, any National two-day event you can get to before you go. Ride these events as nonstop sections. Even in T2 most sections can be ridden nonstop. Just learn to hop into position, then go without holding balance, even if you are offline you need to go. Don't worry about your points, the training is more important.

Bike hire: All manufacturers or local UK dealers will offer bikes for hire and support through the event. Sign up for this support. Some may be better than others, but this is your choice. There will be a general bike hire fee plus any parts you use/break during the week on top. Bikes will be delivered to the event for you, so just get yourself to Fort William.

The Saturday before the event go and see your bike. Check it over and make sure it is ready and set up for you. Generally, they will let you take it for a test ride that day. You just go out of town on one of the small local roads a few KMs to test it and if you can find some rocks and streams for a play then do so. Technically you are not allowed to practice, and you can get caught by the organisers but generally it is ok and a lot of riders will be going out for a small ride, just get out of town. There are no fences etc. so you just help yourself to what you can find.

Sunday is sign on, bike checked and placed into Parc Ferme (where you can't touch it again until the start) and then the parade through town late in the afternoon by all riders. This is pretty cool.

Monday is the first day.

Riders (1-288) are in groups of 48. Rider 1 starts first on Monday 7:30am, and then 1 rider leaves the start every minute. Day 2, the first 48 riders go to the back of the field, and rider 49 is the first away. This rotation continues each day, so everyone gets a go at the front and the back of the field.

You get to go into the Parc Ferme (pit area) 20 minutes before your start time each day to do any work on your bike etc. You can't take your bike out, but you can remove wheels etc. for tyre changes if you are quick.

Now things get interesting

28 sections to be ridden each day. When you start each morning, you get a timecard with the running time for the day and section info etc. Set a watch or clock to the running time as a

countdown so you know how much time you have to get to the last check point. From there it is an easy ride back into town each day.

You will ride between 80km – 150 km, 5-9 hours riding each day.

There will be 5 easy (NZ T4), 10-15 (NZ T3,T2), 5-8 (NZ T1 or bigger) sections each day. So, most are rideable by a good standard of rider. Only a few big ones each day to sort out the top guys. But generally, the big waterfalls look hard, but ride easily if you are confident. The hardest sections are actually the big boulder sections with big holes around them. More technically difficult. I attempted every section except one big waterfall, where I was offline at the bottom of it so I pulled out.

Every point you lose you will probably drop 2 places in the overall results, more in the early days when scores are lower. 5 points will drop you 8-10 places. So, for us kiwis we are not used to riding a section only once and having to get it right the first time. You don't get a second run at it so the first time through has to be good. UK riders are used to this, and they will get it right the first time.

Carrying a 8-10kg bag is tough. You need water (some riders don't take any and drink at the fuel stops where water is provided), a small container of spare fuel, tools to do everything, some spare parts you may break, a front tube, rain jackets and pants if you think you need them. Generally, you will set off with lots of warm gear on in the morning, but you will discard these throughout the day as you get too hot. Knowing when you need to strap your bag up tight on your back because you have a long moor crossing or a long way between sections is key. Sometimes, in a hurry you will set off from a section and just throw the bag on. But if not pulled in tight, it will move around and cause you all sorts of pain and discomfort on your back if you go too long like this. Stop and do your bag up if you need to, don't continue with it loose.

Bag Drop. This is really important. Generally, learn as you go, but look and follow what the others are doing. Sometimes a bag drop will be at the start of a group of sections, and when these sections are finished you will come back to this area to pick it up. Other times you need to walk the section with it and drop it at the end cards. Then pick it up when you have ridden and go to the next one. When you approach a group of sections, take 20 seconds to stop and look to see if riders are walking the section with bags on or off and then look where they have placed them. Knowing where to drop it will save you lots of time and energy throughout the day.

Bike parking. This is really really important. When you get to each section, you must try and get your bike as close to the start pegs as possible. There may be 20 bikes lined up and you need to push your way up for a parking spot as close as you can. You will soon learn if you park your bike at the back out on the grass in the open then after walking the section you will come back and find another 10 bikes have parked in front of you and it is hard to push back in front to your position. The top boys will literally park their bikes at the start gates every time, then, after the quick walk, they will get on and push to go through next. At certain sections with big queue's you could lose 20mins by not parking correctly and being pushed back. You won't get this time back.

Get used to starting the section with your front wheel literally on the start pegs or even in the section. You rarely get a nice smooth run into the sections. Again, the UK riders are used to this,

we are not and I often lost my line right at the start or a silly dab because you don't get a good run in.

Your early day is shit. You can't change this and everyone gets an early day. The sections will be more slippery, and rocks not bedded into place yet. At best hope you are at the rear of your group of 48 riders, and you are not the first through the sections. You don't have time to wait or let many riders get in front, so you just have to deal with it.

Walking sections. Most sections are long and there is a lot in them. You cannot study them in detail as you don't have the time. Basically, just look roughly where you need to go and try and get the key points or rocks into your memory of where you need to turn or what line you need to be on. You are basically just walking straight up it without stopping for long. Watching a rider or two come past as you are walking. Then you drop your bag and walk straight back to your bike. You don't have time to wait and watch. Some sections are sub-sections, two sections together ridden as one long section. Make sure you know this if you make a mistake in one then keep going for a clean in the other.

If you don't like a big section, you cannot ask for a 5. Every rider must line up and go in the start pegs. Then you can pull out straight away if you don't want to ride it.



Road riding is shit. There is a lot of it. Sometimes you could be riding for 45 mins down the main roads. It is cold and very uncomfortable. Especially if you have bad knees like me and you need to re-adjust every 10 mins or stand up to shake your legs out for a while. It is hard on the bikes. You do not thrash the bike. Ride in top gear, sit just on the throttle and keep it at a steady pace, or you

will overheat the motor. You will learn quickly what the standard speed is with other riders around you.

Goggles. These are a must. For the roads and also the long shingle roads. This keeps the cold air, dust, stones etc. out of your eyes. But knowing when to have them on or off is key. Yes, for the roads, yes for big shingle roads. No for any slower off-road riding or across the moors. Your face will heat up too much so it is better vision and cooler on the moors to go without. Even at risk of mud going into your eyes, it is better to take them off. Because you don't know what is next or when to have them on or off, you need to learn to put them on while moving. You can stop, but if you want to save time, learn to do it one-handed, especially putting them on when you hit a road section.

Clothing. The same applies to jackets and pants. You will be cold when you set off each day, and depending on the rain forecast if you wear wet weathers. Also, a neck warmer is good to start with and on long road sections. But you will get hot quickly as soon as you go off-road and in sections. I typically only rode with a riding shirt and a good-quality riding jacket. Only two layers, while others might have had 3-4 layers. I was typically cold on the roads, but I didn't mind this as it refreshed me and kept me alert, then in the sections I would be really hot and sweating. I would often just unzip my jacket when in the sections to get some cooling. Taking jackets on and off all day takes up time and energy that I didn't have so I generally kept a jacket on. You will need some thicker wet-weather gloves if it is a wet day, so your fingers don't freeze. About 20 times through the day, I would go through times of either freezing cold or sweating my ass off.

Energy. I had electrolytes in my water, but you need to force yourself to start on this early so you don't dehydrate. I also carried some gel shots, 3 each day. This was a big learning. I generally left it too late before taking these. I felt good up until I didn't. By then it is too late. Get one or two into you by midday and again later, depending on upcoming moor crossings or for the last groups of sections each day. I would take them as I walked back to my bike after dropping my bag (multitasking). I needed more energy for the moor crossings but didn't really learn this until the end of the week. Each day, there is a compulsory 15-minute lunch stop halfway through the day. There is a food truck, and you can get bananas, chocolate bars, Pasta meals, hamburgers, energy drinks etc. This is always welcome and a good rest stop. Make the most of it and take the bars etc. in your pocket for later if you don't want it then. This is free and part of your entry.

Turn your chain link to the inside of your chain before the event starts. I broke a chain at full speed on a road one day. I think I knocked the clip off in a section on rocks just prior and then the link fell apart down the road. Turning it to the inside will prevent this.

Gear selection. Most of the rocks are actually grippy for most of the week. Some sections are loose rock, and you need to ride these with some speed to skip over them. Slowing down will lose your line and start slipping etc. Once you are offline or stopped it is hard to get going again. Alternatively, some sections are better ridden in first gear and really slowly. This gives you more control and a slower riding technique for better accuracy and wheel placement from rock to rock. It is trial and error, but 1st gear did help on some sections. I only used 3rd a couple of times on some big waterfalls.

Tyre pressures. Set off in the morning with 5.5 -6 psi in the rear and 6-7 in the front. Travelling to your first section the pressure will rise 1-1.5 psi. Before riding the first section check your tyre pressure and reduce it down to 5.5 rear and 6 on the front. I left it like this for the rest of the day. Some riders will keep checking and adjusting but I didn't and preferred to run a little more in them anyway. There are a lot of rocky single or 4x4 tracks with sharp rocks. You are riding at speed so you need to be very careful of your line choice and avoid hitting rocks hard and you should be lifting as you go over them. Puncture prevention is key, so just slowing a bit and picking good lines is a must. But it is tiresome riding these tracks and concentrating for long periods. I only saw one person stopped and changing a front tube during the event.

Rear tyre. I rode with one edge for the first two days then turned it for the third day. The edges were still pretty good, but I changed it anyway for a sharp one. New tyre on day four. This was getting to my early day so a better tyre would also help. I didn't change it again as the edge was ok, so three days on the same edge. You could go all week on one tyre, but Beta suggested to change it to prevent punctures as much as the need for better traction. All of the road work etc. softens the side walls so putting a new one on for day four reduces puncture risk.

Mud. Beta have a good front mudguard addition to prevent mud from flicking up into the bike and radiator. But when you get through each moor crossing check your radiator guard, take it off and give it a quick clean. You need to prevent the motor from overheating as much as you can.

Moor crossings. These are tough. Probably the hardest part of the event for me. Due to my age and fitness, it really takes it out of you. I am pretty quick off road, and I have good endurance but by the 4th and 5th days I was tired and my body ached. Then you hit the biggest crossings. Not sure how far but they felt like riding for over an hour nonstop a few times. There are 2-3 different types of mud. The moors are notorious and constant. Every 5 -20 meters there will be a small soft spot or waterway coming down the hill. You are constantly looking for the best or safest way over or around these. Riding fast helps and you can jump them most of the time, until you are knackered and no energy left to jump. Some are like riding through sphagnum moss, really soft that just suck your bike into them. If you are not quick enough to go over the top at full throttle or your front wheel goes in first it can disappear and throw you over the bars. Then there are the muddy boggy bits. These you tend to jump or you can pick a rut from other riders. But you need to be careful as they become bottomless. If you try to jump these crossings but your back wheel doesn't fully make it then it will sink in the other side and instantly stop you throwing you over the bars again. This happened to me only once and left me with nice big bruises on my legs. Then there are crossings that you can trust. They look similar but they have a solid bottom, and you learn you can just ride through them without jumping to save energy. Learning the different types and how to navigate through these takes a few days. I would pass quite a few people on the crossing who ride slower than me. Only the top riders were faster than me and would typically leave me behind on these crossings. Oh, to be young and fit again.

Never ending. I would be in the hurt zone on these long crossings. Then you come over a ridge and as far as you can see down the next valley, there is no end, just barren waste land. You look up to the distance and think in your head that is going to be another 20-30 mins, and you keep going. Only to go around the next corner or ridge and there is another valley with no end in sight. It is a real mental game, and it all wears you down. Then finally you see some forest or a road or some

sections and civilisation and you know the end is near. The downhills kill you. Really hard on your arms, wrists and legs. They are big hills, going up is ok but coming back down is physically the hardest part.

Running time. The total running times for the day were from 5hrs on the last short day to 8hrs. This is the time from starting to the last checkpoint before heading to town. The ride to town is free or measured time, so you are not speeding in at the end of the day. Typically, after riding at a fast pace most of the day, walking sections as quick as I could (although I was slower than most at walking them) I ended most days with about 20-30mins back at the pit area to work on the bike. My shortest time left was the long day where I only had about 8 mins left to get my bike impounded before I started losing extra points. So, there is no time to waste at all throughout the day. You need to keep moving and be consistent. Because we typically only get one chance at this event you should try and take some time to stop and look around. The scenery is unbelievable. This depends on how well you feel and what your average pace is. Take photos/videos if you can. I typically only did this early in the day while I was fresh and had some time, by the end of the day you are racing and tired so no time for being a tourist. If you are riding to finish and not worried about placing, then stop and take it all in.

As the organisers say at the start of the event, this is a trial of three parts

Observation in the sections, Endurance through the day and week, and the Reliability of your bike.

You need to treat each one with respect or you will not get to the end. Luckily for me I had a dry year with very little rain, and the moors were dry apparently.

This is a tough event. It is designed to wear you down and test every part of you. You will never be fully prepared before it, especially on your first attempt. But it is worth it 100%. This is a must do for every keen trials rider who has the opportunity to do so. An average NZ T3 (yellow) rider can complete this but will probably take some 5s on the big sections.

I encourage every rider to set a goal to do this sometime and start putting some \$ away for that rainy day in Scotland. There are talks about how much longer they think the event will continue in its current form. Land use is becoming harder to get with the greenies and new laws etc. The council, local farmers, police, and local townspeople really want it as it is historic and very valuable to them. But the loops may become shorter with more road work and less moor crossings in the future, which would be a real shame. So don't leave it too late to get the full experience.

I have a full budget available as an FYI but you will need about \$18-20k NZD to do it with two weeks in the UK. Possibly a bit less if you do it super cheap.

I hope this gives you a better insight to this event and if you are lucky enough to go and ride it then there are some tips and info in here that will help you.

Keep your feet up

Warren

Club trials

Western Valley, Saturday 17 April (officials: Pete G, Derek)

Western valley trial on Saturday 17th of April was officially pegged by me, but this was the most help I have ever had to peg anything. The property had been massively damaged by a huge storm in February when about 400mm of rain had stormed down the hillside bowling trees and widening the creek, so the weekend before the club trial we had a working bee. On Saturday we had 8 people and Sunday was about the same. By Saturday we had the venue lower part all cleared and managed to get 12 sections pegged for the event on Sunday. Another day will be required to clear out the sections on the top side of the property for the South Island Champs in a few months.

The Cust classic trial was on Sunday 18th so to avoid a clash with that we held our trial the day before. We had only 16 riders, which was a bit disappointing, however Dick put in a big effort to finish, so it was all worthwhile.

Alan

Trial 2		Trial 5	
Simon Hopkins	74	Steve Fisher	18
Arron Eades	87	Dave Davies	22
		Mark Phillips	nc
Trial 3		Trial 6	
Ashley Duncan	34	Dick Gardner	26
Hamish Barnett	43	Leo Hopkins	28
Alan Honeybone	44		
Trial 4		Junior	
Tony Cameron	2	Leo Hopkins	28
Ross Bristol	3		
Peter Hosking	8		
Alex Robertson	42		
Stephen Reij	43		

Graylees Road – Sunday 17 May (Section setters: Ross, Alan, Shane B, Peter H. Officials: Alan, Scotty)

Ross had the job of organizing the May club trial at Graylees farm. Ross, Shane, Peter and myself headed off expecting to peg out the back but learning that we had to peg out the front as there was a bad natured bull in the back part ready to be turned into McDonalds burgers.

The front area was fantastic as the weather was perfect and the sections great fun (well most were). We had a small group of 23 riders who set about the battle of our 12 sections to be ridden 3 times. We started well round the corner closest to Christchurch with a big hill climb pegged by

me, then onto a tight twisting section pegged by Ross, before getting into the rocks. We alternated the sections from there doing one each until we finished on number 12 close to the farm house.

As it turned out Peter Hosking had a crash and on Tuesday he found out he had broken his finger when he finally went to the hospital. Dick hurt his back so he knocked off early and kept Scotty company who is still recovering from a shoulder operation as a result of an accident at the NZ Champs in Taranaki last year. Well at least they can keep Josh company who is recovering from an Enduro crash and will miss Kaikoura.

I saw some fantastic riding by the Blanchard boys. Max was impressing me with where he can take his Beta 80 now and little brother Pinto is a demon on his small TRS electric. We may have some future NZ Champs coming through soon. Mum, Nicole was out there with a new baby too who seems like he may already be infected by motorbikes.

Overall a great day getting us ready for Kaikoura.

Alan

Trial 2

Tom Beedles	20
Rhys Bayliss	52
Simon Hopkins	66
Arron Eades	nc

Trial 3

Hamish Barnett	29
James Blanchard	33
Alan Honeybone	53
Ashley Duncan	nc

Trial 4

Tony Cameron	12
Ross Bristol	13
Stephen Reij	53
Mark Phillips	nc
Peter Hosking	dnf

Trial 5

Dave Chambers	22
Max Blanchard	26
Steve Fisher	35
Dave Davies	36
Ken Halliday	38
Monty Sisson	39
Peter Barnett	65

Trial 6

Leo Hopkins	16
Dick Gardner	136

Junior

Max Blanchard	26
Monty Sisson	39
Leo Hopkins	16

Mini 1

Pinto Blanchard

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TRS



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As it's the 80th anniversary of the Kaikoura 3 Day this year, we are including some stories about past K3Ds. This time Ian Miles writes about the road class in 1970.

Fools' 3-day paradise by Ian Miles

Six riders sharing two bikes ... 1970 was an unusual moment in K3D history. Key protagonists are gone now but their spirit rides Kaikoura into the future.

Russell Gillard *RIP* took responsibility for a road bike class, keeping alive the earlier heroics of riding between section stops as Robert Rush vividly described of 1963 in the previous issue of the *Megaphone* (wish I had his memory). By 1970, pukka trials bikes went by trailer or ute.

Leaving Christchurch our ragtag bunch was Trusty Rusty and myself, plus Geoff Anders and Phil Robinson. Russell on his faithful 250 Greeves Silverstone, mid-60s with Earles fork, his last year of owning it; me on a difficult, ill-conceived but shiny near-new Triumph 250 Trophy. *Both of us used the bikes also in scrambles (MX) and roadrace. Rusty had telescopic forks for roadracing.*

The others rode either Russell's bike or mine in the sections, whichever was handy.



Ian riding the Trophy in a scramble



The Trophy. 130kg and an Amal carb. What more could you want?

The lunacy deepened. Another tale of the inimitable Dale Wylie, wildly talented roadracer (nutjob), later internat, now left us. Dale entered and nominated his road Bonneville ex Ruapuna (although his champ bike was actually Bob Harris' Matchless G50 in Harris Furniture livery). Dale had to work Saturday morning at his day job, NAC's instrument shop, so he hurtled the Bonnie north to join us on Saturday afternoon with workmate / flatmate and fellow speedway sidecar swinger Jeff Hale clinging to the back. Interesting trip for Jeff, a leap of faith – I wouldn't do it.

"How was the ride Jeff?"

"Quick! Quick but safe." Nerves of steel.

Dale and Jeff lost 5-point max for the Saturday sections they missed. It told at the end, Dale might have run Rusty close; the rest of us bunnies way behind.

So here we were, six of us lined up at section starts for turns on the two bikes. The Gravestone was

way better than my Triumph, a dying gasp of the Brit bike industry using the dependable old 250 BSA donk hyped to 8.25:1 comp ratio. A bitch to kick over, then it would kick back and bark your inner knee on the perfectly-located (i.e. protruding) oil tank cap. Perpetual purple bruise.

The 1970 *Megaphone* report says someone bent the front end of the Trophy in a runaway catastrophe, a picnic table leapt out in front of him. I'd forgotten that, the culprit escapes nameless. Small tanks, the bikes used plenty of fuel with all this use – Rusty and I were desperately hoping the gas station would be open at Domett. It was. Meanwhile Rusty was giving us all a lesson in shingle riding, two lines through the corner – plenty of gravel in those days. Naïve me couldn't work out how he did it ... in his gumboots and oilskin.

Saturday night, a trip into town with four of us on the Wylie Bonnie, Dale astride the fuel cap. Back to the bar at the legendary old Pier hotel for an Ivan Clarke command performance ... then his inability to face bright sunlight next morning. I was a kid, a novice, carried along by these seasoned expert riders. Happening unnoticed around us was the Japanese revolution: comp riders quickly recognised and switched. My Trophy a prime exhibit of the demise of the Brit industry, a hunk of junk.

1970 results	Day 1	Day2	Day 3	Total
Russell Gillard	5	4	9	18
Dale Wylie	19	12	17	48
Ian Miles	22	13	22	57
Geoff Anders	18	14	28	60
Jeff Hale	26	32	46	104
Phil Robinson	43	32	32	107

I missed Kaikoura in '71, away in Oz, by the time I returned Jap bikes prevailed. I rode the event the next nine years straight, managed a couple of roadbike wins, then the club made me set the sections. Bastards! But thanks for a great experience, I did it every year ongoing.

Soon we had 20 or more bikes in the road class, many more in a separate trail-bike class as enduro was known: Yam DTs, Honda XL250s, etc. Led by the roadrace brigade, wide-eyes through the Hundalees then day 3's shingle brag contest to Mason River. Key the 1973-74 controversy over rider behaviour – another story that could be told here.* Riding gravel was great training for roadracing in the wet. Trials itself develops the core racing skill-set of body placement and throttle control.

An eager wait each year for the ride, in my case on anything from a lovely Suz TS250 trail bike to the thoroughly evil Kawa 750 racebike, two-stroke triple known internationally as the Widowmaker. Fabulous two-up in shingle though, 100mph on the Hapuku road.

I deny it all the naughty bits. And a confession: half-century on, my most recent bike was a Triumph. Penance for my disparaging remarks.

**Oh all right. We created such a stir in '73 that the club tried to stop us riding the fabulous Inland gravel road home in '74; Rusty I playing poacher turned gamekeeper, diplomats smoothing things over with the Pioneer committee.*

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Next events

Saturday 19 July	Club Trial	Glenelg Spur
Sunday 26 July	Practice day	Waimak Trials Park

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

Acknowledgements

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